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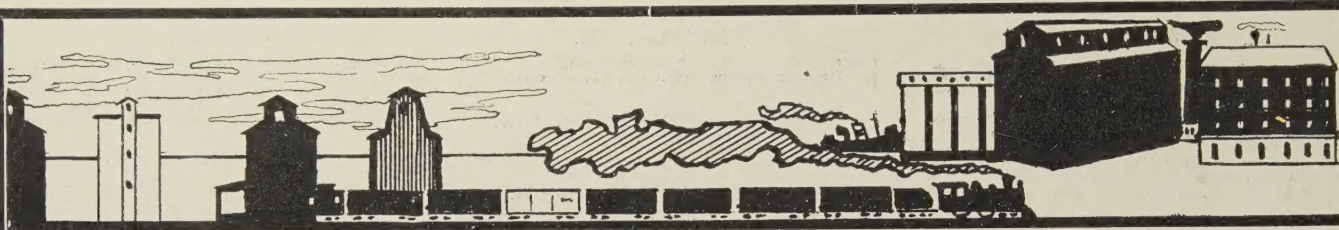
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Chamber of Commerce

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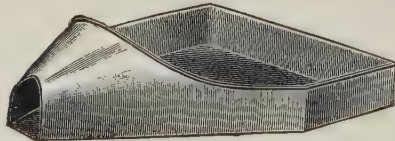
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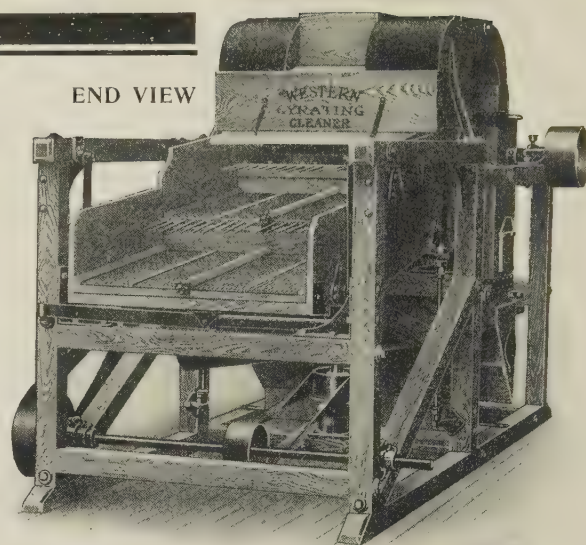
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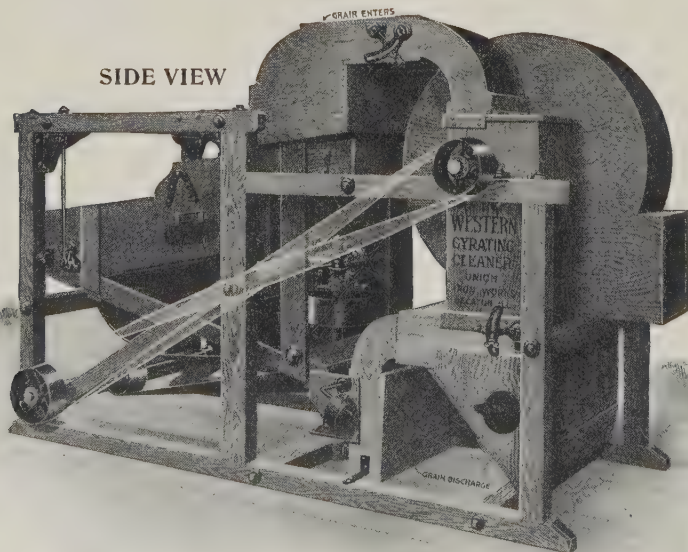
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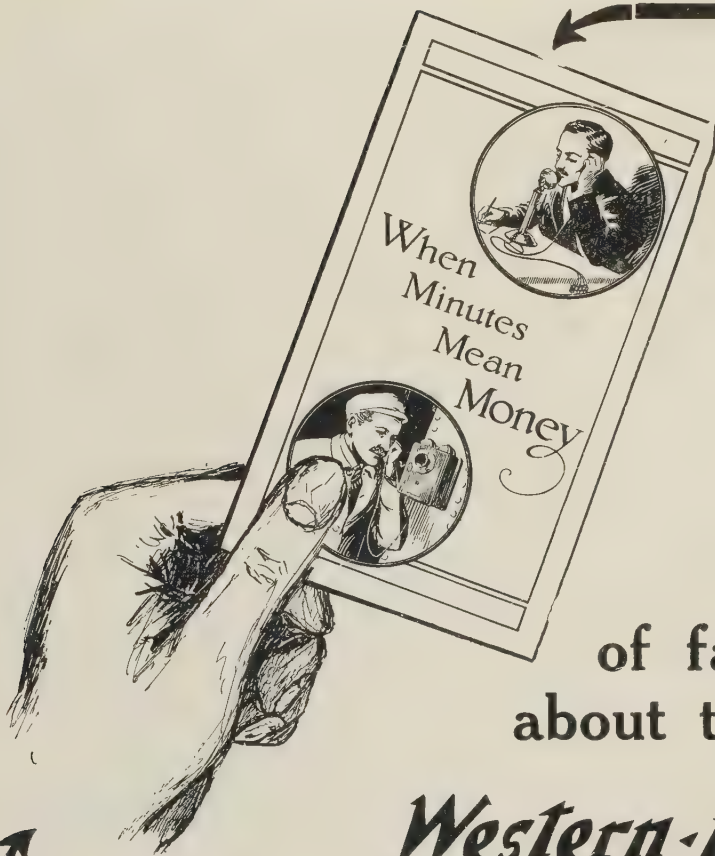
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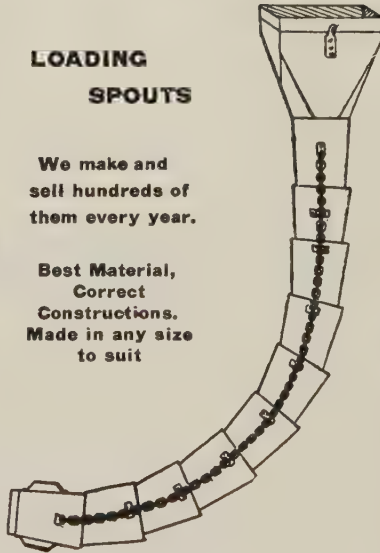
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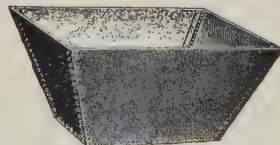
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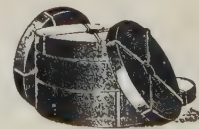
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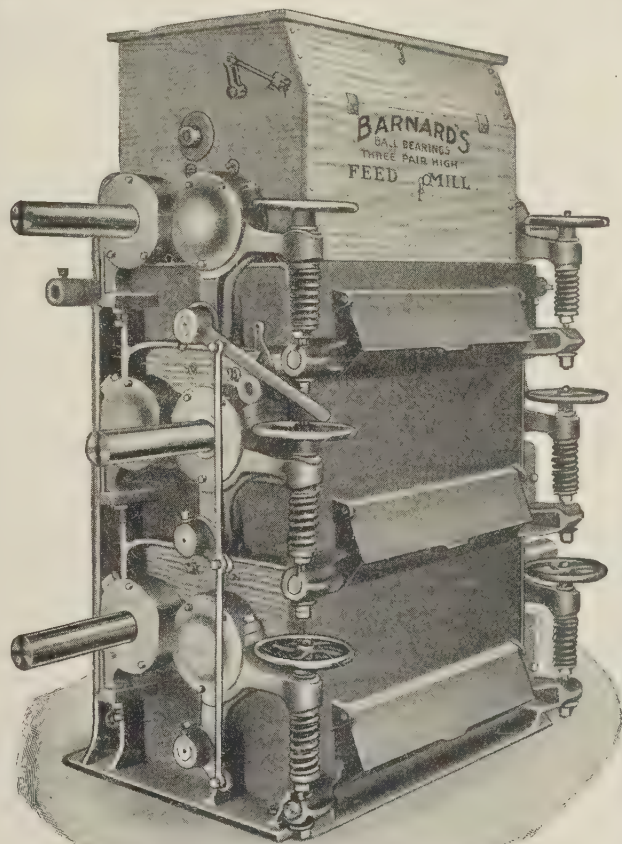
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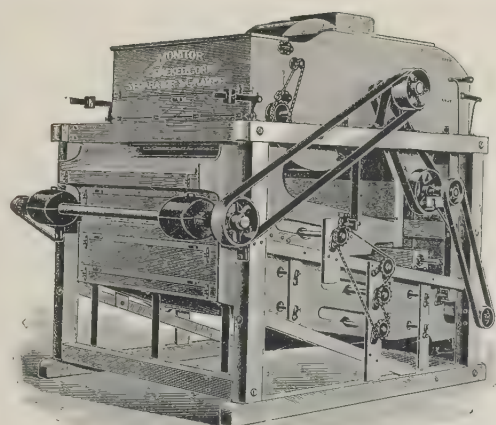
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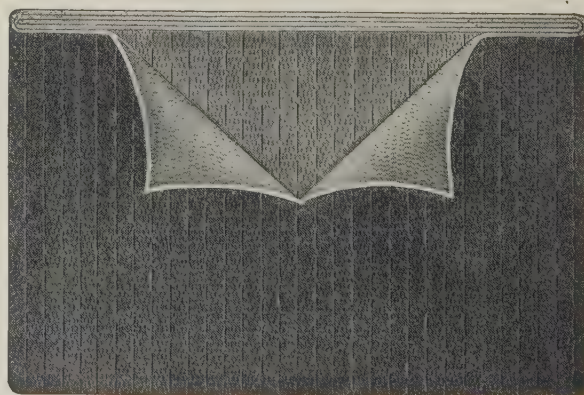
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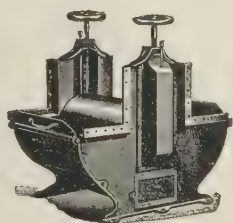
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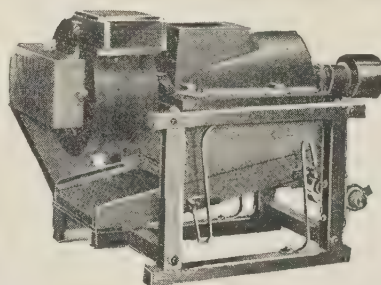
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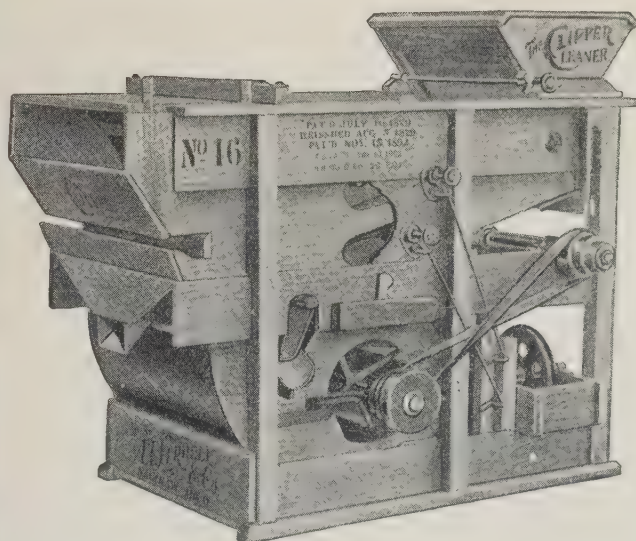
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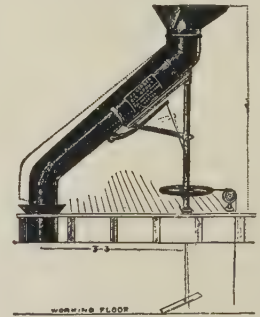
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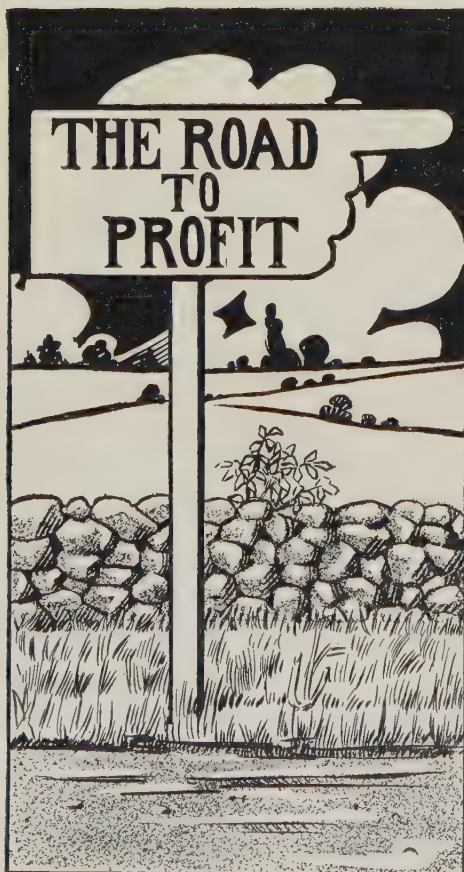
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Form 222 C. O. are Car Order Blanks bound in books of
fifty, with machine perforations, so that order can be torn
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Grain Dealers Journal
315 S. LA SALLE ST., CHICAGO, ILL.

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DESIGNERS AND CONTRACTORS
GRAIN ELEVATORS
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**DECATUR
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Designers and Builders of
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And Coal Handling Plants,
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Correspondence Solicited.
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GRAIN ELEVATOR BUILDERS

REAL builders of REAL elevators **YOUNG LOVE CONSTRUCTION CO.**

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It will pay you to correspond with
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No charge for our experience.

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Want a New Elevator?

Then,
Start Now

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Start Right

by getting it designed by a reliable Elevator Engineer.

Let the Contract

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Spend a Few Dollars

when building and save hundreds in operation, insurance
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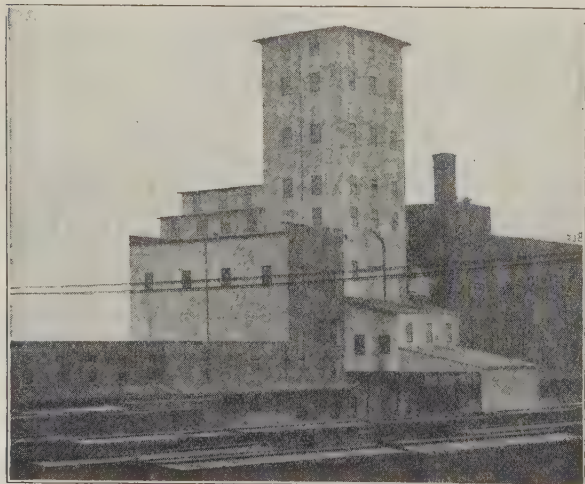
WICHITA, KANS.

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ACCOUNT BOOKS, SCALE TICKETS, GRAIN
TABLES, SHIPPING BOOKS, CIFER CODES,
GAS ENGINE BOOKS, ETC. Tell your wants to

GRAIN DEALERS JOURNAL, CHICAGO, ILL.

**Reinforced Concrete Grain Elevator, Feed
Mill and Warehouse, built in 1910 for
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**Fireproof Construction Elevators, Mills and
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St. Lawrence Flour Mills Co., Limited.
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This very complete plant recently constructed by

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Minneapolis	-	Minnesota
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THESE TWO FACTORS— QUALITY AND PRICE

should be most carefully weighed when considering the construction of a grain elevator, mill or warehouse. We assure you of the HIGHEST QUALITY and the most REASONABLE price consistent with first-class work. It costs nothing but a stamp to consult us. Take the few minutes today. Write the

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GRAIN ELEVATORS
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Plans and Specifications a Specialty.
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Grain Storage Construction Co.
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Builds Steel and Concrete Elevators
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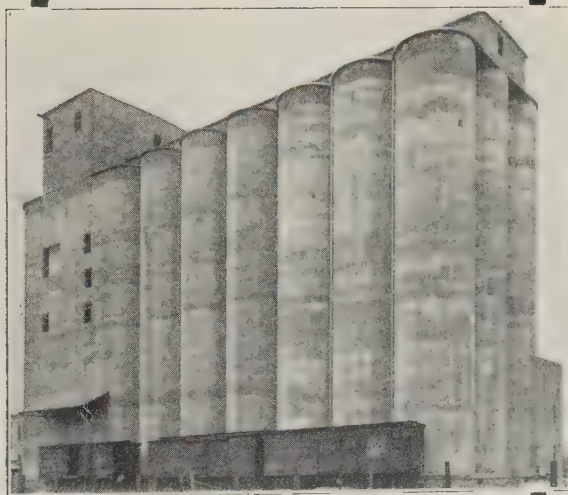
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From a ten-penny nail to the largest timber

every part of a
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is installed for a purpose, and installed so it will serve its purpose. Plans and estimates.

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Concrete Tanks of The Kurth Co., Milwaukee, Wis.

Burrell builds the best

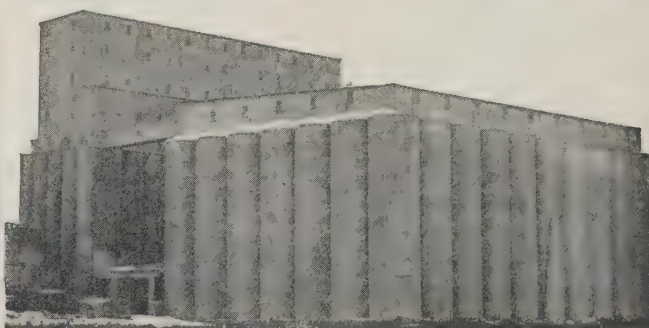
Whatever the elevator, the type, construction or price—Burrell builds the best for the money, and the most adaptable for your needs. Any kind of a country elevator, warehouse, cleaning or transfer house in concrete or wood.

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Designers and Builders of **GRAIN ELEVATORS** in All Parts of the World

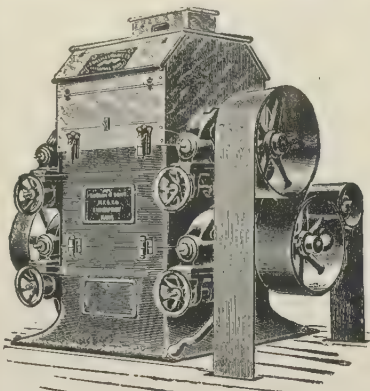


Grand Trunk Pacific Elevator at Fort William, Ontario
Capacity 3,500,000 Bushels.

GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago
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Big Capacity Corn and Feed Mill

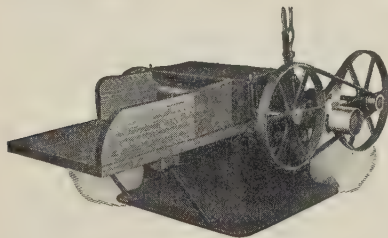
Is the best and biggest paying investment every grain man can make.

The EHR SAM Two and Three-High Mill is made of the finest materials for strength and durability. Frame is all cast iron—and most convenient arrangement for ease and speed in removing rolls.

GRINDS Coarse or fine meal, barley, graham flour, linseed meal, corn chop, etc.

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THE J. B. EHR SAM & SONS MFG. CO.
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"Send us your rolls."



WOLF ALFALFA GRINDING MILL

If you could make an alfalfa meal cheaper than you can buy it, and sell it faster than the brand you are now selling, would you do it?

The Wolf Alfalfa Grinding Mill makes a quality of meal that finds a ready, steady sale the year 'round. Costs little to operate and may be profitably installed in any elevator, grain warehouse or feed store.

Ask for full particulars.

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Judicious Advertising as Irresistible as Niagara
The Journal Continuously Demonstrates It

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Ten sizes
2 to 25 Horsepower.

FREE Booklet on "Values of Feeds and Manures."

The N. P. Bowsher Co.
South Bend : : Indiana

FEED MILLS



COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

The book is 8 1/2 x 14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

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La Salle St., CHICAGO, ILL.

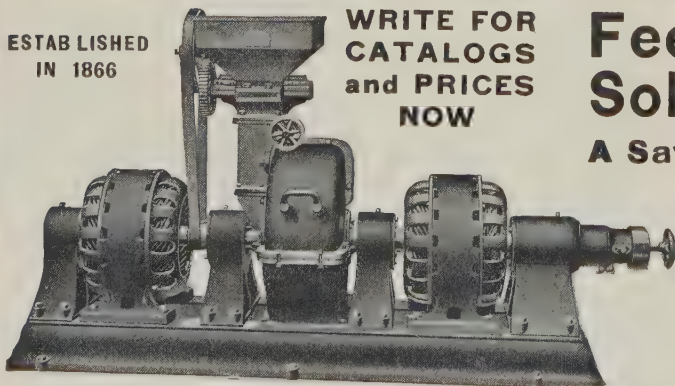
To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

"Monarch" Ball Bearing

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IN 1866

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CATALOGS
and PRICES
NOW



"Monarch" Ball Bearing Direct Motor Driven Attrition Mill
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

Feed Grinders will always Solve All Your Troubles.

A Saving of from 35% to 60% in Power.

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ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

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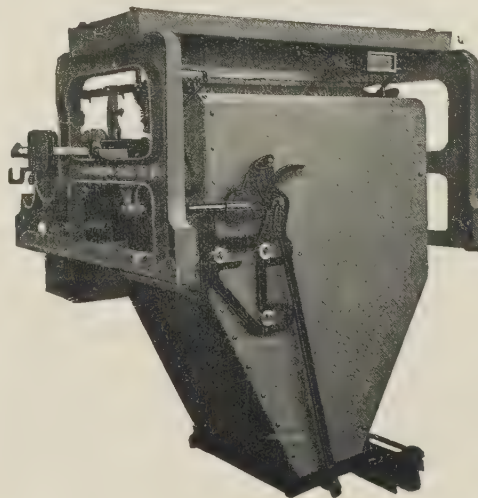
We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

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Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

Are You Getting Your Part of the Dollar?



How much grain do you ship?

If you have no scale, or one that you can't be sure of, you get paid on the terminal elevator weights. Do you get all that's coming to you? Was that car in good condition? What if it leaked 50 bushels of your own good grain—are you so rich that you can afford to lose that?

If not, get a good scale, a

Richardson Automatic

FROM

RICHARDSON SCALE COMPANY

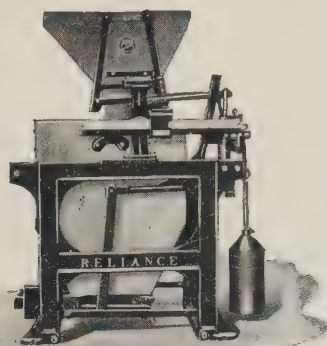
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IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

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Orr-Nowell Co.
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Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

Grain Shipping Ledger

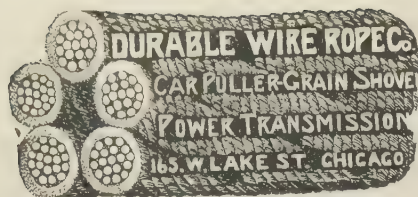
Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

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CHICAGO, ILL.

**Cover's Dust Protector**

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



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The Automatic Dump Controller



Entirely under the driveway floor and takes up no room.

Easily attached to a rail, platform or dump scale.

Has control of the dump from the time that the trigger is pulled and causes it to settle down easily and without the least jerk or jar.

Shipped on 30 or 60 days' trial

Also build

Grain Elevators

Write for plans and estimates.

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Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS
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DUMWAITERS
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Write for prices when needing anything in our line

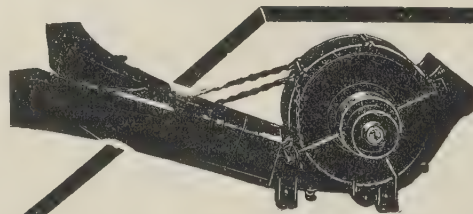
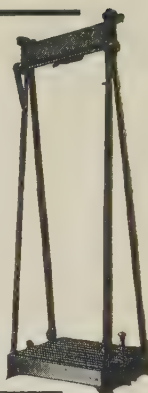
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Mention this paper.

Double Safety Man-Lift

All steel
Same Price
Weighs Less
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
BRADLEY, ILL.**A Grain Man's Argument:**

"We are still using the car loader bought of you in 1903, and will say that it has been in constant use, and works just as well as it ever did."

GARDNER & LEWIS,
Cottage Grove, Ind.

"Works just as well as it ever did" after ten years constant use.

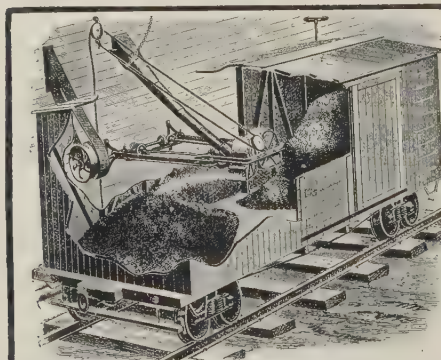
A most forceful argument in favor of the

Boss Car Loader

The compactness, durability, practical design, and satisfaction in operation and installation, assures this loader lasting longer than any other. Let us send our "Boss" on approval.

MAROA MFG. CO.

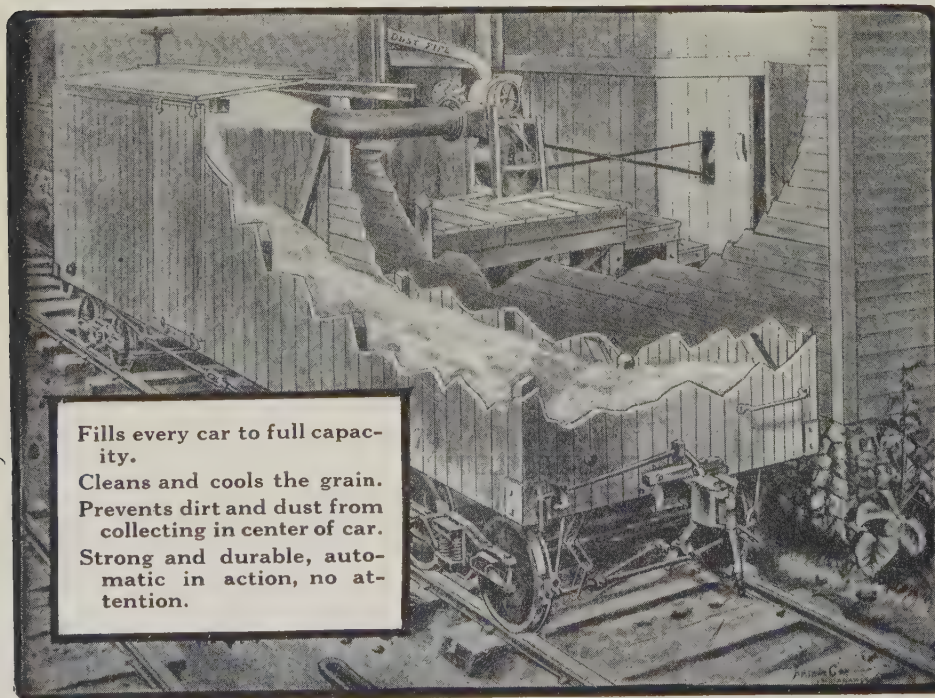
Dept. 3 - - MAROA, ILL.

**IT CLEANS THE GRAIN**

It removes dust from oats, as well as dust from all other grains. It is compact, and when not in use projects only 14 inches from the building. The

CHAMPION CAR MOVER

will do all we claim for it. It is made of steel and stands weather exposure. Write to-day for particulars and price.

E. BAUDER, Manufacturer, STERLING, ILL.

Fills every car to full capacity.

Cleans and cools the grain.
Prevents dirt and dust from collecting in center of car.

Strong and durable, automatic in action, no attention.


This Man Knows

Why you should install a
PNEUMATIC CAR LOADER

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Mattoon Grain Conveyor Co.
Gentlemen:—The machine does the work in first class condition. It is all that we could ask for. It loads the large cars to their full capacity, without a bit of shoveling. We are very well pleased with the work this machine does. If at any time you wish to use our name we would be pleased to give anyone a recommendation on this machine. Enclosed find bank draft for the machine. Yours truly,
Farmers Elevator Co.
S. Frey, Mgr.

Write for further reasons


MATTOON
GRAIN CONVEYOR CO.
MATTOON, ILL.



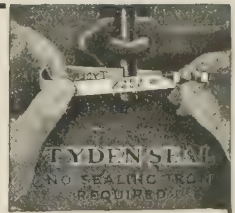
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Our "Aurora A" is a full size 2 bu. 16. oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not "Hindoo" Jute Twine for tying?

Milwaukee Bag Co., Milwaukee, Wis.



Tyden Car Seals Prevent Losses and Claims.



Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

International Seal & Lock Co.
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Chicago Office, 617 Railway Exchange.

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SPECIALIZES IN GRAIN AND MILLING

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IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

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Speed Systems

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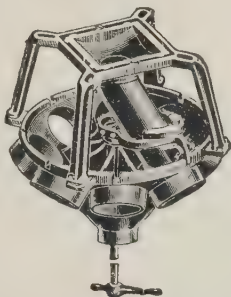


Patented

HALL SPECIAL

A PERFECT ELEVATOR LEG

Speeded, spaced and proportioned correctly. The greatest possible capacity, perfectly handled, without stopping, without choking, without backlegging.



The success of the

HALL DISTRIBUTOR

is undoubtedly due to the fact that it was never built to meet a price.

A successful machine came first; price second.

HALL DISTRIBUTOR CO.

222 Ramge Bldg., Omaha, Nebr.

DIRECT REDUCTION TABLES

for

**Wheat, Buckwheat,
Barley and Timothy**

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street

CHICAGO, ILL.

Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

Grain Dealers Journal

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CHICAGO, ILL.

THE DIFFERENCE

in the construction of its "inwards" eliminates three-quarters of the internal friction—that saves power.



The New "1905"

Cyclone Dust Collector

Write for our Catalog.

Investigate.

The Knickerbocker Co.
JACKSON, MICH.

Want an Elevator?

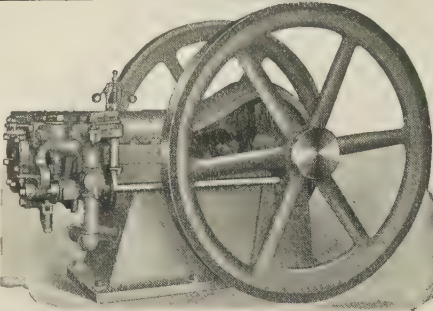
Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

IMPROVED NEW ERA

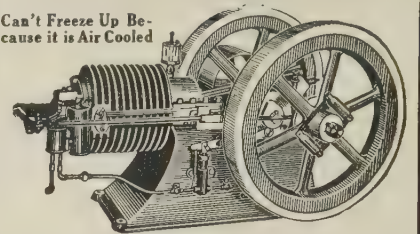
Gas and Gasoline Engines

10, 20 and 40 H. P., Little Giant from 8 to 20 H. P., also large number of factory rebuilt Little Giant and New Era Engine from 5 to 75 H. P.—Reliable and bargains.

THE PORTSMOUTH ENGINE CO.
PORTSMOUTH, OHIO



Can't Freeze Up Because it is Air Cooled



Sizes 1 1/2 to 12 H. P.

We have a very attractive proposition to make owners of Elevators regarding the GADE AIR COOLER. The GADE is so simple, economic and reliable that you cannot afford to be without it. Always ready winter or summer. No delays by break-downs or freeze-ups. *Get Our Special Proposition at Once.*
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

YOU DON'T KNOW

The advantages of gas and gasoline power until you have tried Magnetos.

You don't know Magnetos Until you've tried

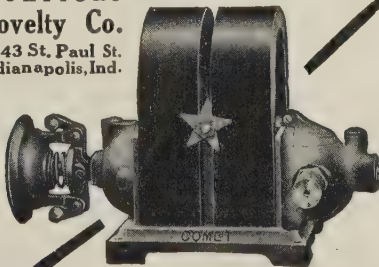
THE COMET

Simplest, most compact and powerful magneto made. Leads all others in simplicity which is the keynote of our design. Special prices:

For Make & Break Spark \$10.—For 1 or 2 Cyl. Jump \$11.

Write for catalog — Thirty Days Trial.

Henricks Novelty Co.
1243 St. Paul St.
Indianapolis, Ind.

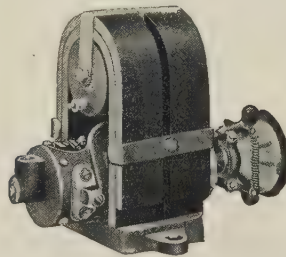


WIZARD MAGNETOS

You wish to eliminate trouble and expense?

Why not give the Wizard—a trial?

It has been standard equipment for 10 years.



On a majority of most popular Engines.

Simple—Efficient—Durable

Ask your dealer or write us direct.

MAKE AND BREAK or JUMP SPARK

Write for Catalog G-D.

Hercules Electric Co., Indianapolis, Ind.

What have you?

FOR SALE

An Elevator
Machinery
Seeds

Do you want?

An Elevator
Machinery
Position
Partner
Seeds
Help

Grain Dealers Journal

CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a 'For Sale & Want' Ad. Costs 20 cents per type line.

Simple Deduction—

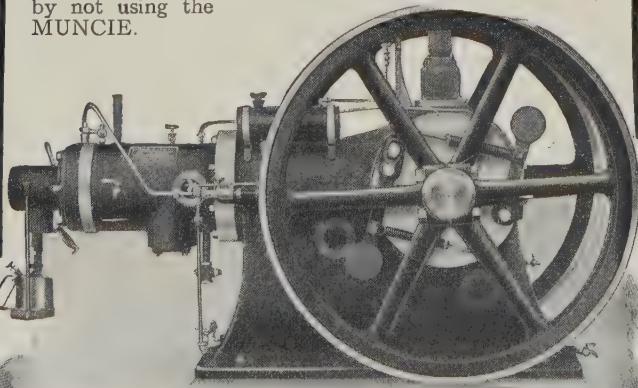
Why you should install an OIL ENGINE, and
Why that oil engine should be a "MUNCIE"

First, the MUNCIE operates on the cheapest Fuel Oils known, also operating on Crude, Solar, and Gas Oils, Kerosene, Distillate and Naphtha without any change in engine whatever.

No batteries to replace, no magnetos or dynamos to repair. Fewest working parts of any engine.

Built for hardest kind of service, ample surplus of power, and utmost engine efficiency.

The above, and further explanation by writing for our catalog, ought to convince you that you are losing money by not using the MUNCIE.



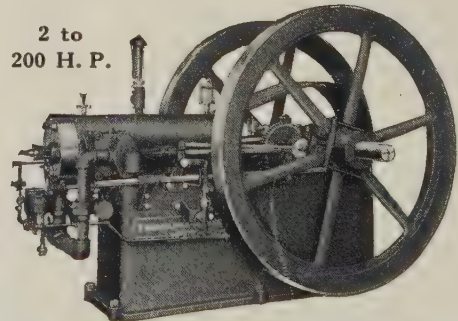
Write

Muncie Gas Engine & Supply Co.
54 Ohio, Cor. Railroads
Muncie, Ind.

More Power

Half the Cost

2 to
200 H. P.



Fairbanks-Morse Oil Engines

develop as much power on a gallon of Kerosene as on a gallon of gasoline.

How much do you pay for gasoline? For Kerosene?

Compare the prices and you have a line on the saving you can make with these engines.

Write us for Catalog No. 550G4. State approximate power required.

Fairbanks, Morse & Co.

900 Wabash Ave.

CHICAGO, ILL.

Fairbanks Scales, Oil and Gasoline Engines, Pumps, Water Systems, Electric Light Plants, Electric Motors, Windmills, Feed Grinders.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

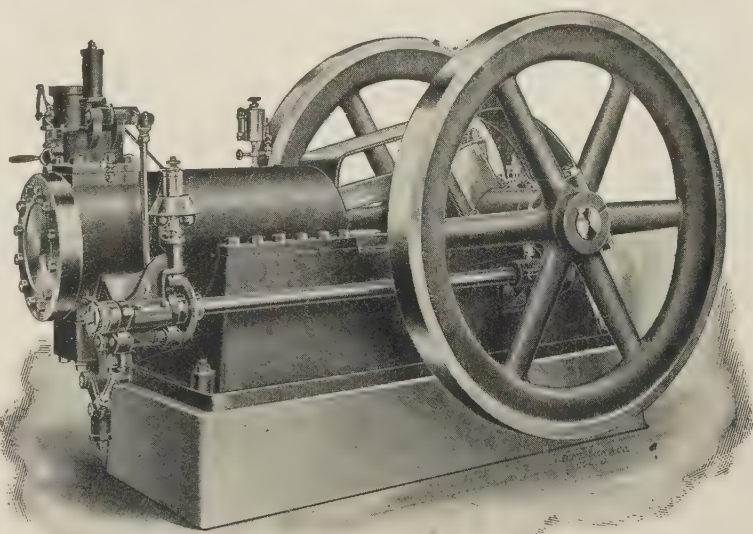
\$100 A YEAR TO YOU—FREE

If you are spending \$200 a year for fuel, by installing a

"SUPERIOR" Kerosene Engine

we indirectly give you \$100 per year. A "SUPERIOR" cuts your fuel bill in half. It is the most economically efficient and reliable power a grain elevator operator can install, being made from the best raw materials, and developed into the finished engine in a factory built and equipped for the manufacture of one of the most durable engines on the market.

Every "SUPERIOR" Kerosene Engine is tested at our factory until we are convinced, by actual test, that it will do all we claim, and more.



The above facts should warrant your investigation. Investigation will warrant your installation. Write right now for catalog.

SUPERIOR GAS ENGINE CO., Springfield, O.

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales and Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL
La Salle St., Chicago, Ill.

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This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size, 9½x11 inches. Printed on good paper.

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is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "**IN ACCOUNT WITH**" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

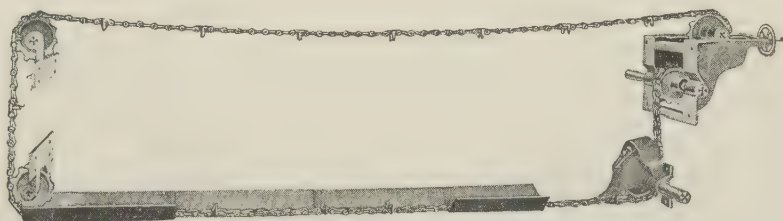
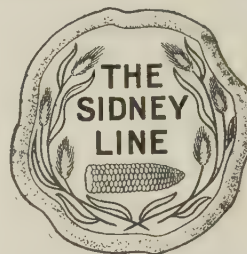
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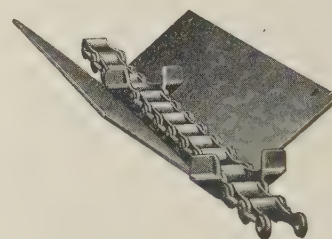


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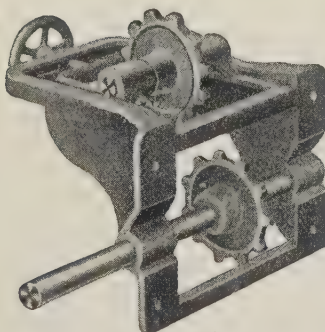
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The most satisfactory way of conveying all kinds of Grain from Dumps or Cribbs to Sheller or Elevators.



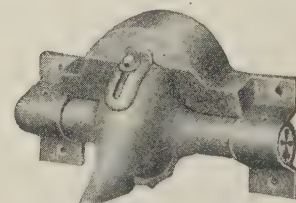
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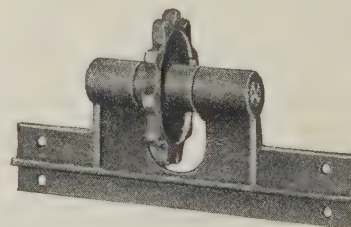
Cast Head with Tightener Sprocket, Shafts and Bearings.

THIS CHAIN DRAG FEEDER consists of a cast iron head with two sprocket wheels, one being the take-up or tightener sprocket. The cast iron boxes for these sprockets are stationary on this head and require no extra posts for take-up sprockets. The take-up in the head is adjustable, so that the sprocket can be adjusted without any changes in the boxes.

The yoke and rake-off have stationary bearings for the lower sprocket all combined, and the rake-off is adjustable to any degree; if your drag chain is on an incline your timbers to hold the cast iron head and yoke are perpendicular, and only require the two timbers to support the head and yoke.



Cast Adjustable Rake-off with Sprocket, Shaft and Bearings.



Cast End with Sprocket, Shaft and Bearings.

The drive can be attached to the lower shaft with yoke or the shaft in cast head, according to the direction of your drive. It is immaterial which way your drive counter runs. If preferable, the cast head with take-up can be put on opposite end of drag. The two sprockets on back end of drag are also on yokes with bearings combined. All iron bearings babbitted.

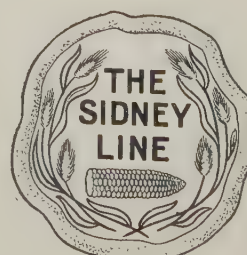
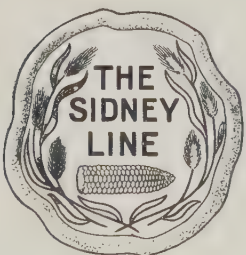
Manufacturers of The Sidney Line of Elevating, Conveying and Power Transmitting Machinery. Corn Shellers, Corn and Grain Cleaners, Manlifts, Wagon Dumps, Grain Feeders of all kinds, Flexible Steel Car Loading Spouts.

Everything to equip Grain Elevators.

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The Philip Smith Mfg. Co.
SIDNEY, OHIO

A Complete Stock at Enterprise, Kans.



"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

ONE NO. 3 U. S. FAN DISCHARGE corn Sheller for sale, 500 to 600 bus. capacity. A. H. Richner, Crawfordville, Ind.

ONE NO. 321 EUREKA SPECIAL Oats Clipper complete with carrier, spout, sieve; in good condition, capacity 400 bus. Improve your weather-beaten oats by clipping, which will cost about 1c per bu. for shrinkage and clipping, and add four cents per bushel to the value of them. A clipper will pay for itself in a very short time. This is your opportunity. Address P. O. Box No. 254, Celina, Ohio.

SACRIFICE SALE NOW ON. ALL MAKES AND SIZES OF ATTRITION MILLS.

18" and 24" Robinson\$100 and \$125
26" and 24" Unique\$110 and \$125
16" and 18" Monarch\$ 90 and \$100
20" and 24" Monarch\$110 and \$125
26" Foos and Monarch.....\$150 each
36" Foos and others\$205
18" Munson Single Head\$ 75
18" Halstead & 22" American.\$100 and \$120
All the above mills completely remodeled, and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers and crackers. Write us for catalog today. Give us a chance on all your requirements, new or second-hand.

SPROUT, WALDRON & COMPANY,
No. 402 B, Monadnock Block, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELE- VATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.
Roller Feed Mills:—9x18 Barnard & Leas, 9x18 Dawson, 9x24 "Noye," 9x24 Acme, 9x24 Nordyke & Marmon, 9x30 Wolf, all three pair high; and many others listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, No. 2 Kelley-Duplex, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one "Hoosier," one No. 2 Acme, one No. 7 Sullivan, etc.

Corn Shellers:—One Style "A" Triumph, one No. 0 and one No. 1 Victor corn shellers and cleaners combined, one No. 2, one No. 2½ and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners, one No. 1 Barnard's Improved Double Screen Corn Cleaner, one No. 1, one No. 2 and one No. 4 Victor Corn Shellers.

Attrition Feed Grinding Mills:—18 inch and 24 inch "Robinson," 16, 20 and 24 inch "Monarch"; 24 inch "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique," 16 inch and 18 inch American Special.

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10x24 and 12x24 "Downtown."
Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.
B. F. GUMP CO.,
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—One brand new 14-18 Ann Arbor Hay Press at sacrifice. T. W. Babcock, Marengo, Ohio.

FOR SALE—One Carey Safe, \$25; one Bowsher A8 Feed Mill, \$25; one Franklin Typewriter, \$30. All in good condition. W. W. Pearson, Upland, Ind.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE—We have just two hopper scales left at \$35.00 each; two boot tanks, \$20.00 each; one 5-H.P. steam engine, \$40.00; 800 elevator buckets practically new, 6x16 and 6x18—12c each; 10 belt tighteners, \$5.00 each; one No. 4 and one No. 8 Buffalo fan, \$15 and \$25 each; one 90-H.P. boiler, \$100. All in very good condition and snaps at the prices. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

MACHINERY FOR SALE

One 26x54x60-1,200 H.P., 72 rev., 125 lbs., steam pressure heavy duty right hand Allis-Chalmers tandem compound engine, fly wheel 24 ft.

One—Sheave 16 ft. in diameter, 14" bore, split sheave 21 grooves, for 1½" rope. Weight about 12 ton.

One—Split Sheave 11 ft. in diameter, 14" bore, 14 grooves, for 1½" rope.

One—80" diameter sheave, 5½" bore, 8 grooves, for 1½" rope.

Four—56" diameter sheaves:

One 5½" bore, 10 grooves, 1½" rope,
one 4½" bore, 9 grooves,
one 3½" bore, 3 grooves,
one 4½" bore, 3 grooves.

One—Horizontal Tension Carriage with adjustable frame sheave, 48" diameter.

Two—No. 3½ Sirocco Fans, outlet 14"x14".

One—No. 31 Sturtevant Fan, outlet 14"x14".

One—15x42, 125 H.P., 92 rev., 90 lbs. steam pressure, girder frame Harris-Corliss Engine, 13 ft. band wheel, 16" face.

One—16x8x12 Fairbanks-Morse underwriters fire pump.

One—12x7x12 Burnham Boiler feed pump, 200 gals. per minute.

One—7½x4½x10 Dean Bros. duplex pump, 175 gals. per minute.

One—7x4½x10 Knowles pump, 75 gals. per minute.

One—6x4¼x24 double acting Burnham deep well pump, 138 gal. per minute.

One—16x30x18 vertical Dean Bros. air pump and jet condenser good for 1500 H.P. engine.

Three—72x18 H. R. T. Boilers, 125 lbs., insurance, 150 H.P.

One—400 Atlas water tube boiler 125 lbs., insurance with Murphy automatic stoker.

One—Westinghouse air compressor, 15 cu. ft. displacement free air per min.

One 4x125 ft. iron stack.

One 12x5 ft. feed water heater, Mertess & Miller, 500 H.P.

All in good condition.

BERBER-CRITTENDEN MILLING
COMPANY.
Milwaukee, Wis.

BUILDING MATERIAL.

BARGAINS IN ALL KINDS of new and used Lumber, Doors, Windows, Ready Roofing, etc. Timbers, \$8 per 1,000 ft., and up. Sheeting, \$8 per 1,000 ft., and up. Doors, 25c and up. Ruel Lumber Co., 7337 Stony Island Ave., Chicago.

GASOLINE ENGINES.

FINE 25 H.P. COLUMBUS-BROWN gasoline engine in first-class condition and fully equipped, \$285.00. Badger Motor Co., Milwaukee, Wis.

ANY KIND, ANY SIZE, ANY PRICE, string of elevators or elevator, by former advertised in the "Gasoline Engines" columns of the Grain Dealers Journal, Chicago, finds many ready buyers. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22. H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

ONE BUFFALO, 100 BU. HOPPER scale. One Howe 8x22, 6 ton Wagon Scale. Address, A. H. Richner, Crawfordville, Ind.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

MACHINES WANTED.

CLOVER HULLER WANTED for taking hulls off of Sweet Clover. Any machine or manufacturer's name will be appreciated. Griswold Seed Co., Lincoln, Neb.

FERRETS.

2,000 FERRETS—Prices and book mailed free. N. A. Knapp, Rochester, Ohio.

RATS GET YOUR GRAIN, FERRETS get the rats. Send for price list. Brown or White. Bert Ewell, Wellington, Ohio.

DYNAMOS—MOTORS.

ELECTRIC LIGHT PLANT—25 H. P. Fairbanks-M. kerosene engine, 250 light D. D. dynamo; switchboard complete; two-ply leather belt; first-class condition. J. & J. Leas, West Manchester, Ohio.

OFFICE SUPPLIES.

REMINGTON VISIBLE TYPEWRITER, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

SECOND-HAND BAGS AND BURLAP.

WANTED:—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

BURLAP BAGS AND BURLAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

FIRST-CLASS COLORADO ELEVATOR for sale; 20,000 bus. capacity. Address, Farmer, Box 2, Grain Dealers Journal, Chicago, Ill.

FINE ELEVATOR IN GRAIN BELT of Kansas for sale. Cheap if taken soon. Address, Belt, Box 2, Grain Dealers Journal, Chicago, Ill.

CENTRAL OHIO ELEVATOR for sale, good corn and oats country, coal trade. Sell cheap. Address, E. H. W., Box 1, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

EASTERN COLORADO, for sale, grain and coal business in good town in Arkansas Valley. Write for full particulars. Address, Arkansas, Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE:—A nice line to select from all the time. Let me know how much you wish to pay, and I think I can suit you. James M. Maguire, Campus, Ill.

A MONEY-MAKING OHIO ELEVATOR for sale. Big dividends; a good living on a small investment. Will trade. Address, Money-maker, Box 2, Grain Dealers Journal, Chicago.

WESTERN OHIO—Up-to-date elevator, 30,000 bus. capacity, large corn and oats territory, no competition. This is a good elevator at the right price. Address, Merc., Box 10, Grain Dealers Journal, Chicago, Ill.

KANSAS ELEVATOR AND COAL business for sale. Located at Zenith, Stafford Co., Kans. Doing a good business. Owner leaving State reason for selling. Address, J. H. Wolf, Macksville, Kans.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

MINNESOTA ELEVATOR FOR SALE—Modern, 14 bin cribbed construction, has engines, dump and hopper scales, cleaners, eight bin coal house, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

FOUR GOOD ILLINOIS ELEVATORS, located in Galliton County, one of the best wheat and corn counties in the State. All in good condition. Located on B. & O. S. W. Ry. Will sell together or separate. Address, Galliton, Box 2, Grain Dealers Journal, Chicago, Ill.

NEW ELEVATOR IN BANNER Wheat Co. of Mo. Big flour business. Seed, feed, fuel, etc., as side lines. Elevator on Wabash R. R. Capacity 10,000 bus. Must close estate. Address, Estate, Box 2, Grain Dealers Journal, Chicago, Ill.

TWO GOOD ILLINOIS ELEVATORS for sale. One is new; in same town of Parnell, Ill., on main line of I. C. R. R. Good grain point and coal business. Capacity 50,000 bus. No competition. Six-cent rate to Chicago and St. Louis. Easy payments. E. P. Armstrong, Bloomington, Ill.

OKLAHOMA ELEVATOR FOR SALE—Cribbed structure, 25,000 capacity, modern equipment, located in Corn Belt, where crops never fail. Feed, coal and flour business in connection. Price \$7,000, \$1,000 cash, balance to suit purchaser. Do not write unless you mean business. Address, Oklahoma, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO ELEVATOR for sale. Located in good corn and oats territory, doing a nice business, best reasons for selling. Address, Bury, Box 3, Grain Dealers Journal, Chicago.

FOR SALE IN NORTHERN IOWA—A good cribbed elevator in good repair, a good station. Ill health reason for selling. Address, Myers, 306, Flour Exchange, Minneapolis, Minn.

NORTH DAKOTA:—For sale or trade for land a modern 30,000 bu., elevator located in a good grain section. Address, Wag, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two elevators in N. W. Iowa; three elevators in S. W. Minn., and one in S. E. South Dakota. All good paying properties. For full information apply to Dick R. Lane, Trustee, Davenport, Iowa.

FOR SALE—Elevator at Delta, Ohio, especially well equipped with cleaners, clip-pers and excellent steam plant. Coal business in connection. Town of 2,500 population. Plant should be seen to be appreciated. Address, Chas. G. Amendt, Monroe, Mich.

FOR SALE—Central Ohio elevator and coal yard, capacity 25,000 bus. small grain, 6,000 bus. ear corn and 300 tons of coal. Handles 100,000 bus. grain. Large retail business. Price \$8,500 cash. Good reason for selling. Address, Quick Sale, Box 12, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO:—For sale 20,000 bus., capacity. Good flour, feed and coal business in connection. On my own ground, three fifths of an acre. Centrally located. In town of 1,300 population. Must be seen to be appreciated. Address, Long Box 2, Grain Dealers Journal, Chicago, Ill.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

15,000 BU. CENTRAL KANSAS elevator for sale, modern crib elevator, with gasoline engine, sheller, cleaner and scales. Station ships 300,000 bus. annually. One competitor. Crops equally divided between wheat and corn. Crop failures unknown. Best competition. This elevator is in better location of the two. Feed business in connection. It will pay you to investigate. Address, Cribbed, Box 1, Grain Dealers Journal, Chicago.

TWO CENTRAL ILLINOIS elevators for sale. Located on C. & A., and Vandalla Ry's., 25,000 and 20,000 bu. capacity. On a direct line to Chicago, St. Louis, Peoria, Decatur and Indianapolis. Both elevators doing 250,000 bus. business. Coal business in connection. Will give full information on any inquiry. Address Two Bargains, Box 8, Grain Dealers Journal, Chicago.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

OHIO ELEVATOR MUST BE SOLD at once. Coal and tile business in connection. Located on Penn. R. R. and Western Ohio Electric. This is a money-maker, and will be sold at a bargain if sold at once. Will exchange for property or land of equal value. See this before buying; will give full description on application. Five room dwelling included. Health failing must sell at once. Address, Ville, Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

MUST SELL NORTHEASTERN KANSAS 12,000-bu. elevator; gasoline power. Address, Dec., Box 12, Grain Dealers Journal, Chicago.

CENTRAL OKLAHOMA: For Sale—20,000 bu. capacity country elevator, good business, handle 100,000 bus. corn this season. Address, P. B. X. Box 3, Grain Dealers Journal, Chicago, Ill.

12,000 BU. KANSAS ELEVATOR for sale on the A., T. & S. F. and Frisco Ry. Never failed to have crops. Grain, coal, flour and feed. A bargain. Address, Frisco, Box 3, Grain Dealers Journal, Chicago.

WESTERN INDIANA ELEVATOR for sale at Boswell in fertile Benton County by Administrator at noon, Mar. 1, 1913. To be sold at private sale to highest bidder. Address A. S. Fraley, Adm., Greencastle, Ind.

KANSAS—TO EXCHANGE—40,000 bu. elevator, good location, good business. Will exchange for improved land or good stock of general merchandise if located right. Address, Exchange, Box 3, Grain Dealers Journal, Chicago.

16,000 BU. NORTH DAKOTA elevator for sale or trade for cheap Wisconsin or western land. On Soo Line; flour, feed and coal business in connection, also good dwelling included if desired. Address, Soo, Box 3, Grain Dealers Journal, Chicago.

NORTHERN INDIANA—Modern elevator, hay barn and coal sheds for sale. Making from \$150 to \$200 weekly. Owner making change of climate account of ill health. Price \$4,600. No trade considered. Address, S. N. O. B., Box 3, Grain Dealers Journal, Chicago, Ill.

MUST SELL. SOUTHERN MINNESOTA, 25,000 bu. modern equipped elevator, feed mill, cleaner, car loader, 32 H.P. Fairbanks engine, 30x80 warehouse in connection. Good farming section. Price \$5,000. All in good condition. A bargain. Address, G. T. Harris, Hartland, Minn.

MICHIGAN ELEVATOR, feed mill and potato storage, 27 miles north of Detroit, on Grand Trunk and D. U. R. Electric power. Buhr grinder. Doing fine business, can show nice profits, \$20,000 in retail feed, coal, seeds, etc. Poor health reason for selling. Write to R. A. Teeter, Washington, Mich.

NORTH CENTRAL OHIO—For sale, country elevator, 25,000 bus. capacity, cribbed bins, 5,000 bus., ear corn. Up-to-date machinery and equipment. Gasoline power. Good flour, feed, seeds, coal, fence and posts business in connection. Five and one-third acres land, dwelling house, barn, etc. Side-track and buildings on own land. Address W. F. Sackett, Rushsylvania, Ohio.

FAMOUS RED RIVER VALLEY, N. D.—Three elevators situated in this fertile valley, capacities ranging from 20,000 to 30,000 bus. each. Handle from 125 to 175,000 bus. each per year. Coal business in connection, good farming district, no competition. Excellent proposition, prices right, will sell together or separately. Address Box 157, Crystal, No. Dak.

GOOD MICHIGAN ELEVATOR for sale. Coal and feed business in connection. Located on Grand Trunk R. R. at New Hudson. Elevator capacity 5,000 bus., in excellent farming country. No competition. Handle from 15-20 cars coal per year, and a very good feed business. Good reason for selling. Price \$3,500. Address Michigan, Box 3, Grain Dealers Journal.

RECEIVERS SALE.

Western Indiana:—For sale, elevator almost new, 20,000 bus., capacity, doing business of about 50,000 bu. Steam power, one stand elevator, Richardson automatic scale, all up-to-date. Also 60 bbl. flour mill in connection, all reel mill, 4 stand E. P. Allis Rolls, 3 brakes and 5 reductions, 12x20 steam engine, 60 H.P. Atlas boiler. All situated at Bloomington, Ind. Fine country, good point to do grain and milling business. Also have 12,000 bu. elevator at Judson, Ind., 15 H.P. Gasoline or crude oil engine, modern equipment. Address, A. I. Cannon (Receiver), Marshall, Indiana.

ELEVATORS WANTED.

ELEVATORS WANTED IN EXCHANGE for West Texas irrigable lands, shallow water. Address Jones, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—ELEVATOR in Illinois that will handle 250,000 bushels or better annually, conditions to be right. Address, No. 419, Holmes Bldg., Galesburg, Ill.

WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purpose. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

WANTED—TO BUY AN ELEVATOR in Western Ohio or Eastern Indiana, handling not less than 100,000 bus., with a retail coal business in connection. Address, 100, Box 2, Grain Dealers Journal, Chicago.

RENTAL PROPERTY AND GOOD FARM to trade for good elevator. Elevator must show at least 125 cars grain per year. Will offer good trade. A. Schlientz, Brookville, Ohio.

ELEVATORS WANTED FOR CASH—Must be cheap. Address A1, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED to buy or lease an elevator in Illinois, Indiana or Ohio. Give full description, price, terms, etc., in first letter. Address, 1006, Box 11, Grain Dealers Journal, Chicago.

WILL EXCHANGE Section or 1/2 of improved land near Hereford, Texas, for elevator. What have you to offer? Address, Box B, % Lytton Farmers Elevator Co., Lytton, Iowa.

ON PENN. R. R. IN OHIO OR INDIANA—Elevator wanted handling from 150 to 200 cars of mostly corn and oats. No side lines except coal. Price must be right and good competition. Address Penn, Box 3, Grain Dealers Journal, Chicago.

WANTED:—A few medium priced elevators tributary to Chicago. Have buyers ready. Give full particulars regarding amount handled, competition, price and terms. James M. Maguire, Campus, Ill.

PARTNERS WANTED.

PARTNER WANTED in a good, live grain business in Central Iowa. Only elevator; ships 300,000 bus. per year; coal and agricultural implements in connection; located on the I. C. R. R. in small town. One of the best grain points in Iowa. Want a man with experience and not afraid to work. Address, Partner, Box 2, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED—Manager for small country elevator. Address with full particulars, C. G. Co., Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED GOOD MAN, who has had some experience in wholesale grain, mill and elevator business to take management of new mill and elevator. Must be able to invest some money. Best location in Texas. Good salary to proper party. Address with references. H. B. Pitts, Marshall, Texas.

BUSINESS OPPORTUNITIES.

FOR SALE—Half interest in elevator and coal business handling 150,000 to 175,000 bus. grain and about 1,500 tons of coal a year. Man buying interest would have charge of business. Address Half-Interest, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—An experienced grain man with ability to take an interest in and assist in operating our grain business. We have an up-to-date elevator located here in Waco, with plenty of money to carry on the business. Will sell half interest for \$15,000.00 on easy terms if secured. Commence operating the elevator within the next 10 days. Brazos Mill & Elevator Co., Waco, Texas.

SITUATIONS WANTED.

POSITION WANTED AS MANAGER of an elevator. Experience and A1 references. Address, Box 531, Hobart, Okla.

MARRIED MAN with sixteen years experience in grain business desires position as foreman or manager of elevator. References given. Address V. W. W., Box 3, Grain Dealers Journal, Chicago.

POSITION WANTED as traveling solicitor or manager of good elevator co. Experienced. Ask for interview. Address, Solicitor, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION AS GRAIN BUYER by a man, who has seven years experience in the grain and coal business. Am capable and can furnish good reference. Address, Capable, Box 3, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED ELEVATOR MANAGER wants position as manager of one or more elevators. Buying, selling, office and elevator experience, railroad and mercantile training, age 33, married. Clean record and convincing references. Address, Mgr., Box 2, Grain Dealers Journal, Chicago.

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FOR SALE:—Feed Mill and Coal Yard, good Ohio location. Troy Feed & Fuel Co., Troy, Ohio.

FOR SALE—75 bbl. mill and 8,000 bu. elevator in Northwestern Ohio. Located in good corn and wheat section; excellent market for clover seed. Good trade the year round. Poor health reason for selling. Box 39, Weston, Ohio.

FOR SALE IN WESTERN OHIO—Machinery for 40 bbl. flour mill. Complete, all in good shape. 25 H. P. gas engine (Calahan), good as new. Will sell together or separate. Will sell cheap if sold soon. Address, A. B. C., Box 2, Grain Dealers Journal, Chicago, Ill.

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MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

HAY WANTED.

WANTED—100 Cars Oat Straw. C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

GOOD HAY WANTED—Those in the market for good hay and straw can quickly satisfy their want thru an advertisement in the "Hay Wanted" columns of the

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JOHN A. RICE, FRANKFORT, IND., exclusive elevator broker every day. Charge seller 2%.—Reliable work.

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Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, O.

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BUCKWHEAT—We are in the market for buckwheat in any quantity, car lots and less. Mail sample and quote lowest price F. O. B. your station. H. J. Klingler & Co., Butler, Pa.

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WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

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We have a choice lot of Pure Bred Reids Yellow Dent, Silvermine, Leaming and Johnson County White Dent Seed Corn, grown on our own farm. Can furnish in large or small lots. Write us for price. **McGREER BROS. COBURG, IOWA**

I AM offering choice Wisconsin grown clover seed. Prices and samples on request. Also shippers of rye and barley.

JOHN J. BLACK

Grain and Seed Dept. **DURAND, WIS.**

To Buy Kaffir Corn
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Write to
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SEEDS WANTED.

WANTED—Mammoth clover seed true to name. Write Walter G. Trumpler, Tiffin, Ohio.

WANTED:—Timothy, Clover, Buckwheat. Send samples with lowest offers. G. S. Mann, 620 Postal Tel. Bldg., Chicago.

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WANTED FOR SEED PURPOSES—Direct from country dealers in less than car lots. Spring Rye,—Beardless Spring Barley,—Barley,—Canada Field Peas,—Cow peas,—Millet,—Spring Wheat,—Buckwheat,—Timothy,—Clovers,—Alsike, —Alfalfa, —Early Ohio Potatoes,—Grass Seeds of all kinds. Send samples, state quality and quote price wanted. A. H. HOFFMAN, BAMFORD, PA.

SEEDS FOR SALE.

LEADING VARIETIES OF SEED CORN early matured and well cured, testing 95% or better. Every ear tested and sold on approval. This stock was gathered early and fire dried since put up, and is sold in ear only. Best grades of native grown clovers, oats and other field seeds. Free from buckhorn and other noxious weeds. Circulars with samples and prices upon request. L. C. DeWall, Gibson City, Ill.

CANADIAN FIELD PEAS \$1.65 per bu., in car lots or less, sacks included. Red Clover, Crimson Clover, White Clover, Alsike Clover, Timothy, Red Top, Orchard Grass, Ky. Blue Grass, Rye Grass, Sorghum, Dwarf Essex Rape, Sunflower, Hemp, Bird, Millet, Kafir Corn, Milo Maize.

Crushed Oyster Shell, \$7.00 per ton in ton lots, or \$6.00 in car lots.

BOLGIANO'S SEED STORE

Baltimore, Md.

Write for prices and samples. Est. 1818.

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SEED CORN—Grower of champion bushel of corn at the Land Show. Competition from seven States; grains, timothy and clover seeds. J. W. Beckman, Cokato, Minn.

GERMAN MILLET is our specialty and we are now in a position to offer in large or small quantities. Correspondence solicited. D. H. Clark, Galt, Mo.

PURE EARLY ORANGE CANE SEED for sale, a fine lot, strictly pure, Crop last year 50 bu. seed per acre and 325 gals. syrup per acre. Address, D. W. Zentz, Thurmont, Md.

CHOICE WHITE WONDER and Mammoth Yellow Seed Corn. Shelled, graded, sacked, F. O. B. Tonkawa, Okla., \$1.50 per bushel. Send check, p. o. order or draft with your order, as we have only a limited supply and good seed corn is going to be hard to get this season. Address, Cassity Grain Co., Tonkawa, Okla.

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We offer all kinds of grass and field seeds in car load lots or less. Write for samples and prices on the items in which you are interested.

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And BIRD SEEDS OF ALL KINDS

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Will be very pleased to submit samples.
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I have some very fine seed this season of my improved yellow dent, also white dent to offer either wholesale or retail. Guaranteed 95% germination. If interested, address

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Seed Corn, Kaffir, Cane, Milo Maize, Millet,
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PURE BREED SEED CORN

Reid's, Leaming, Boone County White cared for in the best manner known at present. Seed with quality; seed that will grow. Seed that brings the yield. You can't beat it for price and quality. Get our catalogue and you will want to order at once and be sure of getting seed that will please you. E. G. LEWIS, Media, Ill.



Timothy—Red Clover—Alsike—
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Clover—Canada Bluegrass—Kentucky
Bluegrass—Redtop—Millets
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited



BERMUDA GRASS SEED

We are headquarters for fancy seed.

Also JAPAN CLOVER, ALFALFA of highest type, JOHNSON GRASS SEED, COW PEAS, SHALLU, PETERITA, and all other Western and Southern Seeds.

Communicate with us, either office, about KAFIR, MILO, CANE, MILLET, Etc.

PITTMAN & HARRISON COMPANY

SHERMAN, TEXAS

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SEEDS FOR SALE.

SEEDS FOR SALE:—Recleaned red clover, timothy and red top seeds. Low prices. Write for samples and prices. J. M. Schultz, Teutopolis, Ill.

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Suitable for Northern States, also late kinds and ensilage corn, oats barley, millet, Hungarian, alfalfa, timothy, soy beans, cow peas, broom corn. Prices on application. MIAMI VALLEY SEED CO., New Carlisle, O.

REID'S YELLOW DENT SEED CORN, Great Dakota White Oats, and Black Victor Oats. Send for samples and circular. Address, J. E. Wilson, Wingate, Indiana. Reference: State Experiment Station. Won 1st prize Indiana Grain Dealers Show.

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 Clover—Alsike—Timothy
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TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

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SEED CORN, grown in Otoe Co., Nebraska. Seven varieties. Any quantity. Edward Bartling Seed Co., Nebraska City, Neb.

STANDARD DRY-LAND GRAIN and field seeds for sale in car-lots or less. Hunt Grain Co., Colorado Springs, Colo.

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Lake Side White
 Extra Early, Ear or Shelled.
 Write us.
 Kiest Milling Co., Knox, Indiana.

NEW CROP HOME GROWN TIMOTHY, RED CLOVER (MEDIUM OR MAMMOTH) AND ALSIKE SEED, raised in the banner field district of the United States. It's the quality your competitor would like to have. Value compares with quality. Write for samples and prices. Five bag lots to carloads. Address The Sneath-Cunningham Co., Tiffin, Ohio.

SEEDS—Clover Seed

with purity test as per your state requirements. Samples mailed—with delivered prices.

O. GANDY & CO., South Whitley, Ind.

WANTED—RED CLOVER

Alsyke, Timothy, Mixed
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Send Samples stating quantity.

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ALFALFA SEED grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

SEED CORN FOR SALE, both early and late varieties. We make a specialty of car load lots, samples on application. Also oats and wheat. Vermillion Seed House, Vermillion, S. Dak.

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 Ida County Yellow Dent Seed Corn, Reg. White Bonanza, National, Emperor William Oats, Oderbrucker Barley car lots or less. Samples free. Al. Joslin, Holstein, Ia.

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Minneapolis, Minn.

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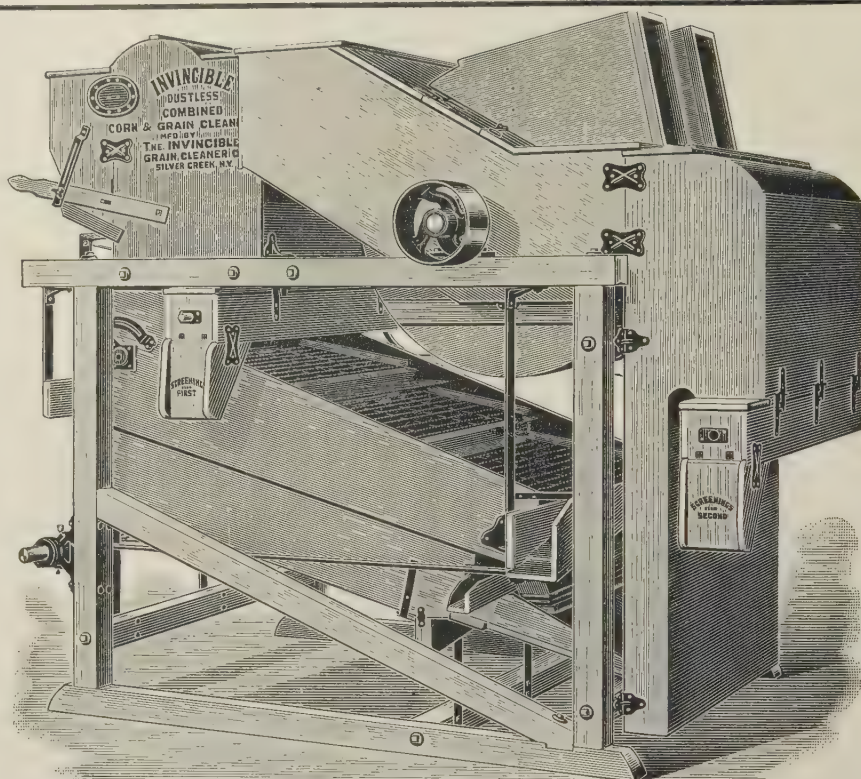
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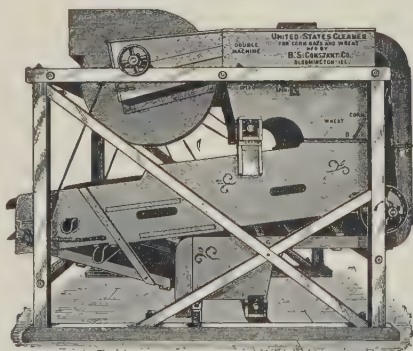
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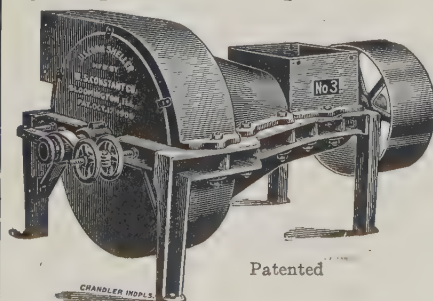
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Improved BROWN -DUVEL Moisture Testers

High steel stands with
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These protect the grain man against
incorrect judgment in buying;
against deterioration of grain in stor-
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They are his best INSURANCE
against loss, and they win profits not
obtainable otherwise. Hundreds of
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What are your needs for 1913?

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GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

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315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 10, 1913

AN INCENDIARY recently arrested in Minneapolis, confessed to having set fire to grain elevators upon three different occasions. He also set five other fires, causing a total loss of \$100,000, and some chicken-hearted judge will probably give him 30 days.

THE INVESTIGATION of the Minneapolis Chamber of Commerce by the legislature is sure to result in the education of the investigators and the disposition of much narrow-minded prejudice, which now exists among the agitators in the state legislature.

THE FREQUENCY with which suits are reported in our news columns to compel country grain buyers to pay a second time for grain purchased from tenants, emphasizes the necessity for country buyers exercising more care in protecting their bank accounts from the greed of the landlords.

THE ADVANTAGES of buying farmers' grain by grade has seldom been so clearly set forth as by Mr. Eikenberry, whom we quote elsewhere in this number. The time is near at hand when the country elevator man must buy grain by grade. Those who refuse or neglect to do so are opposing forcibly the crop improvement work of all agencies.

ANY FIRM conducting a grain or hay commission business in a postoffice box is hardly worthy of the consideration of shippers anywhere. Can a so-called commission man handle your grain more expeditiously without an office.

IF country elevator men are to buy grain by grade, it will be to their advantage to provide more small capacity bins, so that they can classify their receipts according to quality. Dividing the large bins, as is practiced by some northwestern dealers, may not meet with the approval of builders, but it is much better to have facilities to properly classify receipts than to dump it all into one bin and then suffer a loss on the shipment, because of its misgrading.

DELAYED INSPECTION of grain or unreasonable delay in reporting the grading of grain to the receiver in a central market often causes the marketing of the grain to be deferred until the next business day, but the inspectors may be depended upon to take their time so long as the grain trade will put up with it. In the northwestern terminal markets the grain is inspected and graded in advance of its arrival, so that the receiver often has a sample of it and sells it before the car reaches the city.

GRAIN DEALERS in the older sections of the surplus states are coming to recognize the advantage of building their elevators on their own ground, so as to be absolutely free from any dictation by the railroad company as to whom they will sell or lease their plant. Then, too, they are not compelled to grant a release to the railroad company of its liability for damage done by sparks emitted from passing locomotives. When sparks burn the elevator on their own land, the claim agent quickly confronts them with an offer of settlement. How different when the burned elevator is located on railroad land.

A SWITCH is very necessary to the operation of an elevator, but sometimes the switch is very difficult to obtain, especially if the railroad officials are obstinate and stubborn, as in the case of the Big Four R. R. Co., which refused to lay a switch to an elevator at Mazon, Ill. The elevator company finally laid the switch itself, which the railroad company pulled up. The elevator company again relaid the switch and then sought an injunction from the county circuit court, restraining the railroad company from pulling up the switch, which was granted. The Railroad & Warehouse Commission joined the court in holding that the track should be laid and the injunction has now been sustained by the higher court, so that the switch will very likely remain. Officials too often forget that the railroads are supposed to be operated in the interests of the shipping and traveling public.

A COLORADO member of the 63d congress has figured out that the rate on 11 lbs. of seed sent on rural route, the postage would be 88c, providing the seed was planted, but if the seed was used for food, the rate would be 15c, so the penalty for planting is estimated at 73c. If the same package was sent from Denver to Augusta, Me., the rate on the seed, if used for food, would be \$1.32 and if planted it would be 88c, so the penalty for eating in Augusta would be 44c. Much to the horror of the postoffice department it has been discovered that this seed was sent to Augusta and planted and after the parcel post stamps had been paid for, the chickens scratched up the seed and ate it. Now the postoffice department wants 44c more postage. This may sound sensible to the postoffice officials, but any grain dealer will be forced into convulsions by the fool regulations.

NO COUNTRY elevator man can read the report of any of the scale experts now engaged in inspecting and repairing grain dealers' scales, without recognizing the necessity of having his own scales inspected frequently. The report of the Kansas Ass'n. scale inspector given in the last number and the report of the Indiana Ass'n. scale inspector, given in this number, is supported by the report of the scale inspector of the Chicago Board of Trade weighing department, who gives most of his time to the inspection of scales in Chicago elevators. During 1912 the Chicago department inspected 139 scales at 85 different country points. 92 of the scales inspected or 66% were weighing incorrectly. A defective scale can easily work incalculable injury to the business of a grain man, even before he discovers it. The better way is to have scales inspected frequently and make sure they are weighing correctly.

THE GRAIN dealer who spends most of his time watching his competitors seldom has time enough left to successfully promote his own business. The grain dealers of the spring wheat states of Wisconsin, Nebraska and Missouri could greatly promote their business interests by co-operating thru state organizations. Few of them fail to recognize the advantage of working with their brother dealers in improving trade conditions and trade methods. They would be money ahead, even tho they simply gave a social gathering once or twice a year, and made no effort to conduct a business organization. The dealers of other states find business associations of great help, and the elevator men of these states, if properly directed, could accomplish as much. In the matter of arbitration and collection of claims, in the working out of trade reforms, the existing state organizations have done much. Others could do just as well.

JUDGING from the report of a recent meeting of millers and grain merchants held in Liverpool, the bag question is just as troublesome with the trade there as in Ohio or in Missouri, but all interested believe that the trouble will soon be remedied, because a bond has been drawn up and signed by all, which provides for a penalty of £50 to be paid by any who break the agreement, the money to be paid to any charity the committee may decide upon. The grain bag lending trouble has always been local. Many states have heard nothing of it, in fact, the majority of grain dealers do not keep a supply of bags to lend.

THE COAL MEN are making a determined effort to secure the enactment of a law providing for the installation of track scales for the purpose of weighing shipments at destination, the freight charges to be based on destination weights. This may be alright so far as it applies to coal, but it would not do in the matter of grain. While the grain shipper has long accepted destination weights as the basis for the payment for the grain and for the freight, he has not admitted that destination weights were any guide as to the amount of grain placed in the car at point of shipment. The shipping weights are what the shipper expects to pay freight on and if carrier fails to deliver the full amount, he expects, and rightfully, that he should be reimbursed for any lost.

CAIRO RECEIVERS are much chagrined that the Baker Commission Co. or A. A. Baker & Co. should have selected that market as the scene for their schemes for robbing shippers. It seems that no one has been able to learn whence came the members of this company, nor whither have they flown. The commercial agencies were unable to learn anything regarding them. They did not apply for membership in the Board of Trade, nor were they members of any other local commercial organization. They did not stay long in Cairo, and rented a small room in the Board of Trade Bldg., no doubt for the special purpose of misleading country shippers. It is gratifying to note, however, that the aggregate amount of shippers' losses due to the operation of these swindlers will not exceed \$2,000. The wonder is that an unknown firm could obtain shipments of grain on open Bs/L from any shippers in Illinois. The members of the Cairo Board of Trade did everything in their power to assist the shippers who visited the market, but of course little was to be accomplished after the culprits had flown. The fancy bids put out by Baker & Co. should of itself have been enough to arouse suspicion of the wise shippers, but if that were not sufficient, the request to bill the grain "open" should have prompted every shipper to turn his grain elsewhere. When grain shippers confine their dealings in organized markets to members of the grain exchanges, fewer of them will be imposed upon by tricksters of the Baker stripe.

LEAKING OVER THE GRAIN DOOR.

During 1912, 191,008 cars of grain were weighed by the Chicago Board of Trade Weighing Department. Of this number 27,581 arrived leaking, and 14.8% of the cars leaking were leaking because the grain was higher than the grain door. It is hard to believe that any shipper would start out a load of his own grain with the grain higher in the car than the grain door on either side of the car. No doubt the car started from the country station alright. When it arrived at the inspection or sampling tracks, the grain door on the side the inspector was working was knocked down in order that he could get into the car and he could not board it up again without breaking up the grain door and using part of it to hold the grain in. If he used all of the door it would not be possible for him to get out of the car after he had nailed it up.

Many of the railroads supply grain doors only to shippers, and they use two or three on the off side of the car when loading, thus cooping the doorway so high that the inspector cannot come in that doorway without breaking in the top door. On the loading side the shipper always leaves room for himself to get out and in. He should do so in both doorways, so that inspectors and samplers will be able to obtain admission to car without breaking any portion of the grain door. Both the shipper and the railroad company are in a measure responsible for this trouble, because if they will leave room for the inspectors and samplers to get in on both sides, they will not knock down the doors and the cars will not arrive at terminal elevators leaking over the grain door.

The railroads' contribution to the trouble is in neglecting or refusing to supply loose boards for nailing above grain doors, and it becomes necessary for the shipper either to close the doorway all the way up with grain doors or split one in two, which requires much extra labor. The inspectors and the samplers are supposed to replace all grain doors displaced by them in obtaining admission to cars, but both the shipper and the railroad officials know full well that the door will not be replaced if the inspector or sampler cannot do so conveniently, and without shutting himself in the car. If the railroads will provide loose boards for topping off doorway barricades and instruct shippers to use them, giving the reason why, the inspectors and samplers will henceforth be able to obtain admission to every car without knocking down any boards or any grain doors.

Most of the railroads supply made-up grain doors and if they will not furnish loose boards for topping off, then it would be much cheaper and more profitable for the shipper to provide loose boards himself and at his own expense. He knows, as well as the railroad companies, that loose boards laying around the elevator are generally used for some other purpose, but when one stops to consider that nearly 15% of the leaking cars are leaking because the grain was higher than the grain doors, it is easy to understand that both the shippers and the railroads are being assessed more, because of the improper barricading of the doorways than they ever could be by the most careful and proper placing of grain doors and loose boards. No doubt some of the cars were so boarded at the doorways that the inspector and samplers could both gain admission immediately, but being accustomed to knocking down the top board, the as-

sistants cultivate the habit, and oftentimes knock down boards where it is not necessary.

Until the shippers and the railroad companies have corrected their own practices in this matter, they are not in a good position to assail the inspectors and the samplers. All are contributors to the 15% of the leaks, and all of the 15% can easily be eliminated by co-operation of the different parties at interest. During the past year the average load placed in a car has increased about 100 bus., so the losses due to such leaks must necessarily increase rapidly, unless everyone contributing to the trouble takes notice and devises means for reducing the loss.

THAT RECEIVER who delights in writing smart letters, intended to cut to the quick the shipper who dares to complain of shortages in weights or undergrading, neither helps himself nor the shipper. It is his duty to himself and to the shipper to make some effort to investigate the complaint. It may be barely possible that the shipper is more than right and that he put all of the grain in the car as claimed. If so, and the railroad failed to deliver the full amount of destination then a little investigation will disclose that fact and place the blame for the shortage where it belongs. Every complaint of a patron merits at least courteous consideration. The smart letter writer not only hurts himself, but he hurts his market and fills the shipper with prejudice against all central market men.

SENATOR McCUMBER expects to secure some consideration for his long pending bill this week, with little prospect of its getting anywhere, but the dear Senator feels it his duty to keep the issue alive, that he may stay in the Senate. Federal inspection would be even a greater curse to the grain trade than the present political state inspection departments, because it would be more difficult to induce the federal government to make needed changes in its inspection rules. The trouble with the average politician in charge of any governmental department, entrusted with the serving of the people is that they are unable to discern the real needs of business, because of the great maze of red tape which encounters them. Then, too, being averse to energetic action, except on salary days, business suffers the handicap of a dull, slow-going machine. It is doubtful if any state has power to force its inspection service upon any who do not want it, except where the grain is stored in public warehouses. Surely no one will claim or undertake to prove that the grain business has ever been promoted or facilitated by political inspection departments as it has by those departments controlled by the exchanges. If those who buy and sell grain in central markets were alert to their own interests they would insist upon having a voice not only in the management of the inspection departments, but in the establishment of rules and in the maintenance of an Appeals Committee. They alone are interested. They pay the bill. The shipper, the miller, the commission merchant and the buyers of the central market are better informed as to what is needed in the way of grades and graders, and being the parties at interest, are entitled to have the control. Politicians are entitled to no consideration whatever. The inspection of grain is a service beyond the field of natural activities of government.

STATE DEMURRAGE LAWS CAN- NOT CONTROL INTERSTATE TRAFFIC.

The Supreme Court of the U. S. has recently rendered a decision, reversing the decision of the Supreme Court of Minnesota, in a decision granting penalties aggregating \$218 and attorney's fees, to a grain shipper of Hardwick, Minn., who applied for cars for interstate shipment and was not able to obtain them. While the state demurrage laws may still be enforced in the matter of intrastate shipments, the Supreme Court makes it very clear that Congress has enacted legislation, governing the carrier's duty to furnish cars to shippers for interstate commerce, hence the Federal law alone must apply in such shipments.

The daily newspaper reports to the effect that the state demurrage laws have been declared unconstitutional were an error, due no doubt to a misunderstanding as to the scope of the Supreme Court's decision. The court is very careful to deny the state right to regulate anything relating to interstate commerce, but says nothing which can be twisted into a denial of the state's right to regulate commerce within its own boundaries.

Shippers who have experienced difficulty in obtaining cars needed for transportation of grain for interstate shipment will be pleased to learn the views of our highest tribunal on the duty of railroad companies to furnish cars for interstate traffic, and that in case they fail to provide cars within a reasonable time the carriers shall be liable to the persons injured for the full amount of damages, together with reasonable counsel fees. Accordingly the Hardwick shipper is clearly entitled to damages, and can obtain them by bringing suit under the Hepburn Act, to regulate commerce.

In order that our readers may obtain a clear understanding of the tenor of the decision and have less hesitation in bringing suits for damages resulting from failure to supply cars for interstate shipments, we give the decision herewith in full:

SUPREME COURT OF THE UNITED STATES.

The Chicago, Rock Island & Pacific Railway Company, Plaintiff in Error, vs. The Hardwick Farmers Elevator Company. In error to the Supreme Court of the State of Minnesota.

A statute passed by the legislature of the State of Minnesota and known as the Minnesota Reciprocal Demurrage Law, became effective on July 1, 1907. Laws of Minnesota, 1907, chapter 23.

The law, among other things, made it the duty of a railway company subject to its provisions, on demand by a shipper, to furnish cars for transportation of freight, at terminal points on its line of road in Minnesota within forty-eight hours and at intermediate points within seventy-two hours after such demand, Sundays and legal holidays excepted. For each day's delay in furnishing cars when so demanded—except when prevented by strikes, public calamities, accident, or any cause not within the power of the railroad to prevent—the defaulting company was made liable to pay to the shipper one dollar per car together with the damages sustained and a reasonable attorney's fee.

Alleging that in respect of delays in the deliveries to it of fourteen freight cars, pursuant to eight applications made for such cars between Sept. 19, 1907, and Oct. 22, 1907, the first section of the act in question had been violated, the Hardwick Farmers Elevator Co., defendant in error here, commenced this action in a district court of Minnesota to recover from the railway company, plaintiff in error here, penalties aggregating two hundred and eighteen dollars and an attorney's fee of fifty dollars, together with the costs and disbursements of the action.

As a defense the railway company set up that the cars in question were demanded for the purpose of interstate traffic and that the delays complained of were occa-

sioned solely by an unusual and unprecedented congestion of traffic and a consequent scarcity of cars arising from their use in moving traffic and commerce between the States, and that such delays therefore arose from causes not within the control and power of the company.

It was also claimed that if the statute in question embraced interstate commerce and was applied to the requisitions for cars referred to in the complaint it would be repugnant to the commerce clause and to the due process and equal protection clauses of the Constitution of the United States. The action was tried to a jury. The trial judge refused to give instructions asked for by the railway company embodying the constitutional objections made in its answer. A verdict was returned for the plaintiff for the amount claimed including an attorney's fee; and a judgment entered on the verdict was affirmed by the Supreme Court of the State. 110 Minn. 25.

Mr. Chief Justice White, after making the foregoing statement delivered the opinion of the Court.

The argument at bar has been primarily concerned with the question of the validity of the Minnesota statute, considered as having been enacted in the exercise of a power assumed to exist to legislate reasonably in the absence of action by Congress on the subject of the delivery when called for, of cars to be used in interstate traffic. Thus counsel for the defendant in error urges the correctness of the action of the Supreme Court of Minnesota in sustaining the statute upon the hypothesis that Congress had not legislated on the subject and that the act was a reasonable exertion of the power of the State.

On the contrary, on behalf of the Railroad Company it is insisted that even upon the assumption that the State had power to deal with the subject for which the statute provides in the absence of legislation by Congress, the enactment is nevertheless void, since it but expresses a policy which by penalization, fines and forfeitures will substitute for a free and unrestrained flow of commerce a service favoring a particular locality and shippers within the confines of one State, to the disadvantage of others. We are not, however, called upon to test the merits of these conflicting contentions, since we are of opinion that by the act of June 29, 1906, known as the Hepburn Act, amendatory of the act to regulate commerce, Congress has legislated concerning the deliveries of cars in interstate commerce by carriers subject to the act.

In the original act to regulate commerce the term "transportation" was declared to embrace all instrumentalities of shipment or carriage. By the Hepburn Act it was declared that the term transportation (bold face ours)—

"shall include cars and other vehicles and all instrumentalities and facilities of shipment or carriage, irrespective of ownership or of any contract, express or implied, for the use thereof and all services in connection with the receipt, delivery, elevation, and transfer in transit, ventilation, refrigeration or icing, storage, and handling of property transported; and it shall be the duty of every carrier subject to the provisions of this act to provide and furnish such transportation upon reasonable request therefor, and to establish through routes and just and reasonable rates applicable thereto."

The purpose of Congress to specifically impose a duty upon a carrier in respect to the furnishing of cars for interstate traffic is of course by these provisions clearly declared. That Congress was specially concerned itself with that subject is further shown by a proviso inserted to supplement section 1 of the original act imposing the duty under certain circumstances to furnish switch connections for interstate traffic, whereby it is specifically declared that the common carrier making such connections "shall furnish cars for the movement of such traffic to the best of its ability without discrimination in favor of or against any such shipper."

Not only is there then a specific duty imposed to furnish cars for interstate traffic upon reasonable request therefor, but other applicable sections of the act to regulate commerce given remedies for the violation of that duty. Thus, by section 8 it is provided "That in case any common carrier subject to the provisions of this act . . . shall omit to do any act, matter or thing in this act required to be done, such common carrier shall be liable to the person or persons injured thereby for the full amount of damage sustained in consequence of any such violation of the provisions of this act, together with a reasonable counsel or attorney's fee, to be fixed by the court in every case

of recovery, which attorneys' fee shall be taxed and collected as part of the costs in the case."

Further by section 9 an election is given to either make complaint to the Interstate Commerce Commission or to bring, in a designated court, an action for the recovery of damages, and by section 10 it is made a criminal offense for an employee of a corporation carrier to "wilfully omit or fail to do any act, matter, or thing in this act required to be done."

As legislation concerning the delivery of cars for the carriage of interstate traffic was clearly a matter of interstate commerce regulation, even if such subject was embraced within that class of powers concerning which the State had a right to exert its authority in the absence of legislation by Congress, it must follow in consequence of the action of Congress to which we have referred that the power of the State over the subject-matter ceased to exist from the moment that Congress exerted its paramount and all embracing authority over the subject. We say this because the elementary and long settled doctrine is that there can be no divided authority over interstate commerce and that the regulations of Congress on that subject are supreme. It results, therefore, that in a case where from the particular nature of certain subjects the State may exert authority until Congress acts under the assumption that Congress by inaction has tacitly authorized it to do so, action by Congress destroys the possibility of such assumption, since such action, when exerted, covers the whole field and renders the State impotent to deal with a subject over which it had no inherent but only permissive power. Southern Ry Co. v. Reid, 222 U. S. 424.

The judgment of the Supreme Court of Minnesota must therefore be reversed and the case remanded for further proceedings not inconsistent with this opinion.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Quebec & Lake St. John 1374 passed thru Tolono, Ill., Feb. 8, leaking badly on account broken door post. Temporary repairs made by crew.—Norton Bros.

A. C. L. 34201 was loaded by the Farmers Eltr. Co. at Watertown, S. D., on Feb. 3, for shipment to Minneapolis. When switch engine hooked on, the car started leaking and leaked a stream of wheat for nearly a half a mile, at which time the railway car repairer made such repairs that at the time the car arrives at its destination it will be short badly with no traces of the loss, for the seals were intact. We believe that the shipper should be entitled to this information and make claim for the rough handling.—W. V. Desmond, Watertown, S. D.

I. C. 20907 passed thru Raymond, Ia., Feb. 6, leaking rye or wheat at door.—P. J. O'Connor & Sons.

C. & N. W. 77398 passed thru Jefferson, Ia., Jan. 31, leaking yellow corn freely.—D. Milligan Co.

Southern 37744 passed thru Danvers, Ill., Jan. 30, east bound, leaking white corn out of side of car.—J. Simpson, mgr. Danvers Farmers Elevator Co.

G. N. 35024, loaded with wheat, passed thru Doran, Minn., Jan. 27, leaking badly at side door.—J. J. Brady, mgr. Doran Grain Co.

S. T. L. 34068 came into Plano, Ill., Jan. 25 leaking corn very badly over the trucks. The railroad company transferred the car here.—Jeter & Jeter.

C. G. W. 10084 passed thru Stillman Valley, Ill., Jan. 23, east bound, leaking a stream of oats from side door.—F. H. Griggs.

O. W. 10331 passed thru Palmer, Neb., on Jan. 21, leaking wheat over draw bar, along one side and at three door posts. Had no chance to repair.—C. H. Grammer, mgr. Merrick County Farmers Co-op Ass'n.

I. C. 19697 passed thru Macon, Ill., Jan. 3, leaking white corn at side.—J. W. Bradley.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A BIG CAR.

Grain Dealers Journal: We believe we hold the record for shipping the largest car of oats, as our agent at Luverne, Ia., Wm. Bigings, shipped car 12,813 to E. W. Bailey & Co., Chicago, loaded with 3382.16 bus., equivalent to 108,240 lbs. Who can beat this record breaker?—Kunz Grain Co., Wesley, Ia.

Ans.: The biggest car of oats received at Chicago contained 112,420 pounds.

FAVORS RECIPROCAL DEMURRAGE.

Grain Dealers Journal: I am a shipper of snapped corn (corn in the shuck) and at times pay demurrage on cars of \$1.00 per day. And it also happens when ordering empties for loading it takes 8 to 10 and sometimes 15 days to get the cars. Now, is there any reason why the railroad company, after car has been ordered for 5 days, should not pay the shipper \$1.00 per day thereafter until the car is set in. It seems to me that this would only be fair and equitable.—Yours very truly, E. W. Kruse, Higginsville, Mo.

STATE DEMURRAGE LAWS UNCONSTITUTIONAL.

Grain Dealers' Journal: Pursuant to your request, I am sending you enclosed a copy of the decision of the United States Supreme Court involving the Minnesota Reciprocal Demurrage Law. [See page 201, this number.]

In my opinion any state legislation which attempts to regulate the furnishing of cars by a railway company to a shipper is wholly invalid. The United States Supreme Court in the Hardwick Elevator case held that Congress has legislated upon the subject of furnishing of cars in so far as interstate shipments are concerned, by the Interstate Commerce Act and the Hepburn Act, and hence states are deprived of any legislation thereon in the exercise of its police power, which only incidentally might affect interstate commerce.

The Hardwick elevator case only involved interstate shipments. However, a state law involving intrastate shipments would be a discrimination in favor of intrastate shipments and against interstate shipments. The necessary effect would be to favor intrastate shipments, and this would amount to a regulation thereof, bringing upon such legislation the same condemnation as the Supreme Court has pronounced upon state legislation involving interstate shipments.

The Hardwick Elevator case, of course, does not directly pass upon legislation involving intrastate shipments, but I am satisfied from my investigation made in the preparation of the Hardwick Elevator case that such legislation would be wholly invalid.—Very truly, C. H. Christopherson, Luverne, Minn.

UNABLE TO COLLECT A CENT.

Grain Dealers Journal: The Ryerson Grain Co., of Memphis, Tenn., has never paid me 1c on my back account. The last time I heard from it was under date of Oct. 5th, when E. A. Ryerson wrote that the company had discontinued business Sept. 1st. I would not give Mr. O. F. Gallagher 1c for his claim against the Merchants' Hay Corporation.—J. H. Pruitt, Lindsay, Okla.

MICHIGAN CENTRAL SERVICE.

Grain Dealers Journal: As one of the many evidences of the kinds of service being handed out to its patrons by the Michigan Central Railroad Company, I give you the following:

On Dec. 3rd I shipped to La Crosse, Wis., 118 bags of beans and peas. On Jan. 3rd they were reported at Chicago and Feb. 1st were reported at Suspension Bridge, New York.

At this rate of progression they should arrive at Liverpool about April 3rd.

This consignment was plainly billed and properly tagged to La Crosse, Wis., and arrived at Suspension Bridge in the same car in which shipped.

Isn't it a beautiful example of incompetency?—Yours truly, Edw. E. Evans, West Branch, Mich.

SUB-DIVISION OF LARGE BINS.

Grain Dealers Journal: Observing that 25% of the new corn shipped from south of a line running east and west through Canton, S. D., is graded No. 2 in Chicago and that the same proportion of new oats is graded standard in Chicago, I investigated the methods of the elevator men who are securing these much desired grades on their shipments.

Upon visiting the elevator managed by J. J. Overholtzer, at Alcester, S. D., I was impressed by his active determination to get more for his good grain. He has ample bin room and sufficient determination to induce him to sort carefully all receipts. Herewith I give you a rough sketch of his method of dividing his large bins so as to provide a number of small bins. This enables him to keep the different grades separate:

He lays 2x4 cribbing across the middle of each of these bins, supporting the ends of the cribbing between 2x4 inch cleats nailed to the side walls. He does not nail the cribbing except to put one

20-penny spike in each 2x4 cross piece which runs through the partition at right angles and extends from wall to wall every 4½ ft. from the floor up. These cross pieces stiffen the wall and form a ladder for the builders to get up and down on. It might be better to have these cross pieces set with the narrow edge for the top. Then less grain would lodge on the cross pieces and it would not be necessary to clean them off in order to avoid mixing when another kind of grain is placed in the bin.—A Traveler.

LOUISVILLE DISCRIMINATES TOO SHARPLY AGAINST MOISTURE.

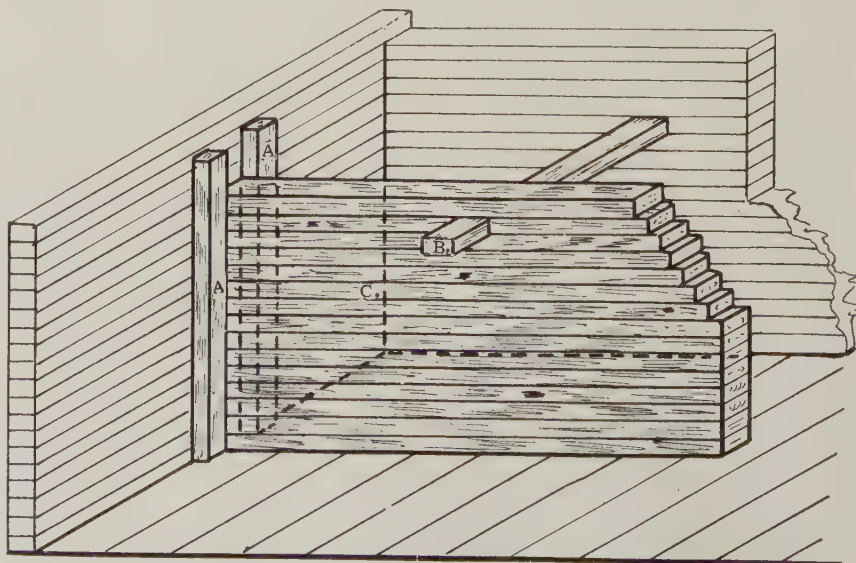
Grain Dealers' Journal: It is time someone should say something about Louisville inspection. I would be glad to hear of the experiences of other shippers in Louisville. I shipped three cars of white corn to Louisville, all from the same shellings and all in the same condition. One car graded contract, one graded four and one Sample.

I shipped a car to another firm and they advised me that the corn graded No. 4. I asked for re-inspection and the corn graded a fine No. 3. The firm explained that the first sample was drawn from my car when it was raining and that it probably got wet. This is a plausible explanation and one which I readily accept, but the question arises, "How many shippers must suffer because of rain?"

The Louisville Board of Trade rules provide that No. 3 corn must not contain over 18% moisture. Corn containing 18 to 20% moisture grades No. 4. Corn containing 20 to 22% moisture grades Sample and all above 22% moisture grades "No grade." My No. 4 corn was discounted 2c, Sample 4c, and "no grade" 5c or more. If corn tested 18.20 moisture it was discounted 2c account being No. 4.

Recently the Louisville receivers have decided that if corn tests between 18 and 19%, they will discount it only 1c per bushel, and if it tests 19 to 20%, that it will be discounted 2c per bushel.

I am in favor of a discount based on a scale of half cent discount for every ½% moisture that the corn lacks of being contract corn. I think, furthermore, that Louisville is making us ship practically No. 2 corn to fill No. 3 corn contracts. I am not at all surprised that Louisville



Sub-Division in a Large Bin.

can offer No. 2 corn to Nashville and other southern markets. The Illinois shippers furnish No. 2 corn to start with. I wonder how long, we, grain men, will continue to tolerate such conditions.

You say, "We cannot change them." All right, then do not ship them any corn. I understand that if it had not been for the efforts of the officers and representatives of the Illinois Asso. at the Norfolk Convention, a rule would have been passed permitting the receivers all over the country to make No. 3 corn test 18% moisture.

I feel that it is time for the Illinois dealer to assert his rights and to demand that Louisville take corn on the same moisture test as does Chicago.—P. W. Poorman, Humboldt, Ill.

OBTAINS CARS WITH WRITTEN ORDERS.

Grain Dealers Journal: In response to numerous inquiries we are glad to tell those interested as to how we have succeeded in getting cars at this station. In the first place we hand the Agent a written order for cars in which we state the essential facts about as follows:

To the Illinois Central Railroad Company:

We have on hand at Hayes station, on the line of your company, 30,000 bushels of corn ready to be loaded and shipped immediately, 20,000 bushels of which has been sold to Indianapolis, Ind; 10,000 bushels has been sold to S. Zorn Grain Co., Louisville, Ky., and 5,000 bushels to Davis & Andrews, Memphis, Tenn. All of the grain we have contracted to deliver to said purchasers in Louisville, Indianapolis, and Memphis during the month of February, 1913, failing in which delivery we will be liable to said purchasers for any damages sustained by them on account of such failure. We hereby tender to you the said grain, together with the freight legally authorized for its transportation, in such amounts as you may demand. We will load or otherwise dispose of said grain for shipment in such manner as you may direct, or require, and we hereby request that you take and receive said grain and transport the same to

Louisville, Ky., Indianapolis, Ind., and Memphis, Tenn., promptly.

Shipper.

Agent.

After he has read it, I ask him to give me a written acknowledgment of my order. I also send the same kind of an order to the Car Distributor and ask him to acknowledge receipt of my order. We get our cars regularly and have very pleasant relations with the Railroad Company.—J. C. Roe & Co., Hayes, Ill.

PROPOSED FREIGHT RATE INCREASE IN ILLINOIS.

Grain Dealers' Journal: The report of the Sec. of Agriculture says that the total value of all farm products raised in the United States during the past year is over \$9,500,000,000. Looking back sixteen years we find the value of farm products raised in the United States during 1896 was only \$4,000,000,000.

In view of this fact it is of abounding interest to the growers of these farm products as well as to the grain shippers of Illinois to know that the railroads hope to increase the freight on grain at least one cent per hundred. The Railroads argue that they must have more revenue and that the only way to get this increased revenue is to increase the freight rates. The grain shippers of the state have been fighting this proposed increase, through their Asso. They have met with the Heads of the Traffic Departments of the various roads and thus far the Railroads have given as their only excuse the simple statement "we need more revenue."

The grain men are willing to let the Railroads have an increase in freight rates providing they would guarantee to supply more box cars to handle grain. This the Railroads refuse to promise. We notice that a recent order to the amount of \$8,000,000 for the Illinois Central covers passenger equipment, coal cars, en-

gines, stock cars, etc., but does not mention grain cars. I wish to emphasize the fact that in the end altho the grain men are fighting the increase, they will not be the real losers. The producer of the grain will have to pay the increase. He may not notice it, but he will get practically $\frac{1}{2}$ ¢ of a cent per bushel less for his corn and $\frac{1}{4}$ of a cent less for his oats, in the event that the rate increase be only one cent per hundred. Is the producer willing to pay this extra toll? If he is willing, should he do so? I suggest that the Railroads tell us why, with an increase of more than double the value in farm products for the last sixteen years they ask for more revenue when there is now more business than they seem able to carry.

All railroads increase their facilities for handling passenger business by building fine stations at the cost of millions of dollars and with the full knowledge that in many states passenger fares have been decreased.

Do you want to pay more money for the poor service you are now getting? Do you want an improvement in the present service without paying more money? If so, speak to your Senators and Representatives. Urge them to stand by and help in preventing the Railroads from accomplishing the proposed increase in freight rates and by all means tell your Association Secretary that you are with him in his efforts to prevent the raise.—G. J. S.

I wud not be without the Grain Dealers Journal since I read the sample copy sent me.—Lars Aggergard, Irene, S. D.

Send the Grain Dealers Journal to me here, I can't even spend the winter in California without it.—C. E. Davis, Long Beach, Cal.

"I consider the Grain Dealers Journal a good paper for the dealer."—C. E. Strockey, mgr. Pine Bluffs Farmers Ass'n, Pine Bluffs, Wyo.



An Effective Holdup.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Pontiac, Ill., Feb. 5.—Much corn and oats are still back in the farmers hands.—K.

Champaign, Ill., Feb. 2.—Grain brokers say 60% of the corn is still to be marketed.—L. A. K.

Farmer City, Ill., Feb. 3.—Dealers say little corn will move until spring; expect a free movement of oats soon.—L. A. K.

Indianola, Ill., Jan. 31.—About 40% of corn and 40% of oats still in farmers hands; movement of grain slow.—R. E. Zenke.

Leroy, Ill., Feb. 4.—About 40% of corn and 15% of oats still in farmers hands; some corn moving.—E. R. Ratliff, agt. Zorn Grain Co.

Dwight, Ill., Feb. 6.—Dealers say that considerable corn will be sold when the price goes to 50c; paying 45½c today.—L. A. K.

Urbana, Ill., Feb. 1.—Movement of grain just commencing; about 30% of corn and 20% of oats in farmers hands.—John Reichard.

Dwight, Ill., Feb. 6.—Elvtrs. filled on account of car shortage; fully 60% of corn and 40% of oats still in farmers hands.—L. L. Harrison, mgr. Harrison Bros.

Mahomet, Ill., Feb. 3.—Fully 65% of corn and 35% of oats in farmers hand. Movement has been very slow; farmers holding for higher prices.—Wm. Wykle.

Ridge Farm, Ill., Jan. 31.—Considerable corn in the country; expect a heavy movement as soon as roads permit; quality good.—Frank Jones, mgr. Farmers Elvtr. Co.

Mansfield, Ill., Feb. 3.—About 50% of corn and 40% of oats still in farmers hands. Expect a small movement of grain in the next 10 days, roads permitting.—J. Mahan.

Mahomet, Ill., Feb. 3.—Very little grain moving; expect a light movement in the next 10 days; 60% of corn and 30% of oats in farmers hands.—C. D. Parrett, mgr. Farmer City Grain Co.

Pontiac, Ind., Feb. 6.—About 70% of corn and oats in farmers hands; will be a light movement of grain during February, providing we can get cars.—Geo. Brunskill, mgr. Pontiac Farmers Grain Co.

Chenoa, Ill., Feb. 4.—Movement of grain only fair; farmers will not sell freely until spring; holding for 50c corn. About 85% of corn and 50% of oats in farmers hands.—A. L. Harrison, mgr. Harrison Bros.

Odell, Ill., Feb. 6.—About 60% of corn and 50% of oats in farmers hands. Some grain moving now. Elvtrs. here filled to the roof on account of scarcity of cars.—C. A. Vincent, pres. C. A. Vincent Co.

Media, Ill., Feb. 1.—Corn and oats exceedingly good; quality fine; farmers holding considerable of both grains for higher prices. The corn yield was above the average and the quality was never better; condition fine.—E. G. Lewis.

INDIANA.

Pendleton, Ind., Jan. 29.—Wheat looking very well; acreage not over 50% compared with last year; movement slow.—W. H. Aiman.

Crawfordsville, Ind., Jan. 30.—Wheat looking good since recent rains; acreage considerable smaller than last year.—Ed Lee, Jr., of Ed Lee & Son.

New Ross, Ind., Jan. 30.—Wheat in good condition; small acreage; 40% of corn and 15% of oats in farmers hands; little grain moving.—Geo. Wall, mgr. New Ross Grain Co.

Shelbyville, Ind., Jan. 27.—Corn yield 40 bus.; good quality, but considerable moisture; movement slow on account bad roads and low prices.—Wm. Nading, prop. Nading Mill & Grain Co.

Rockfield, Ind., Jan. 29.—Winter wheat condition perfect; acreage 10% below average; 75% of corn and oats marketed and 90% of the wheat, which was little better than screenings.—Fred Roberts.

Anderson, Ind., Jan. 28.—Movement of corn slow; fully 90% back; about 30% of the oats in farmers hands. Wheat in good condition; acreage less than usual.—B. O. Barnes, mgr. Union Grain & Coal Co.

Shelbyville, Ind., Jan. 29.—Wheat condition 100%; acreage 90%. Rye acreage increased considerable in this vicinity.—Elmer Billman of Billman Bros.

Jamestown, Ind., Jan. 30.—Growing wheat looking well; small acreage compared with last year. Good yield of corn; fair quality; about 30% of corn and 15% of oats to be marketed; movement slow at present on account of bad roads.—C. L. Stafford, sec'y and treas. Stafford Grain Co.

Muncie, Ind., Jan. 28.—Considerable corn in the country; movement will commence as soon as roads permit; 25% of oats in farmers hands. Farmers are free sellers; growing wheat in good condition; acreage hardly an average.—E. E. Elliott, gen. mgr. The Woodbury-Elliott Grain Co.

Farmers in Shelby County are rejoicing over heavy snow, which, they say, will save the wheat crop; warm weather had caused the plant to grow so rapidly that a sudden freeze would kill it; snow now affords ample protection. Many thousand acres of wheat in the bottom lands of Pike and adjoining counties, that was covered with water from the recent floods, have been damaged, 60% by the recent cold weather; fields are scalded beyond resuscitation and farmers are preparing to turn wheat under and sow to oats or corn.—F.

IOWA.

Patterson, Ia., Feb. 7.—Look for fair movement of corn during this month, but expect receipts will be light during March. Feeders buying corn more freely; cars getting scarce and hard to get.—G. A. Potter & Son.

KANSAS.

Horton, Kan., Feb. 2.—Wheat looking fine; well covered with snow; some talk of fly in wheat.—W. T. Graham, mgr. C. E. Sheldon.

Isabel, Kan., Feb. 5.—Fine prospects for crop; wheat sown early; getting a good start; has been dry but 6 ins. of snow on the level now.—F. N. Strohl.

Linn, Kan., Feb. 1.—Fall wheat looking good; some old wheat and corn still to be shipped. Corn last year was poor, only half a crop.—F. H. Hoerman.

Gerlane, Kan., Jan. 27.—Wheat about all in; prospects for 1913 wheat flattering, although there is a slight deficiency of moisture.—M. J. Lane, prop. Gerlane Elvtr.

Wheat in western Kansas and eastern Colorado in fine condition from recent rains and snow.—A. J. Rowland, rep. W. F. Anderson & Co. at Rock Island, Ill.

Hutchinson, Kan., Feb. 5.—A great blanket of snow covers this entire section, producing a broad smile on the grower's face and a generally improved business condition.—Harry M. Talcott.

MICHIGAN.

Lansing, Mich., Feb. 7.—In reply to the question, "Has wheat during January suffered injury from any cause?" 159 correspondents in the southern counties answer "yes" and 118 "no"; in the central counties 73 answer "yes" and 52 "no"; in the northern counties 54 answer "yes" and 43 "no," and in the Upper Peninsula 6 answer "yes" and 16 "no." Snow protected wheat in the State 9 days; average depth of snow on Jan. 15 in the state, 1.51 ins.; on Jan. 31, 1.69 ins.; total number of bushels of wheat marketed by farmers in January, 164,537 bus.; estimated total number of bushels of wheat marketed in the six months, August-January, is 3,250,000; 89 mills, elvtrs. and grain dealers report no wheat marketed in January.—Frederick C. Martindale, Sec'y of State.

MINNESOTA.

St. Peter, Minn., Feb. 1.—Grain moving slowly; farmers still holding for an advance in prices; about 65% of the grain still in farmers hands.—E. J. Matteson.

MISSOURI.

Hughesville, Mo., Feb. 4.—Had 5 in. of snow, protecting wheat that went into winter in good condition; acreage ¼ of last year, but as that was ½ again as large as for the last ten years, the present acreage is normal. Not much corn moving, except light run of snap corn to southern points, which will end with gross appearances about Mar. 15 to Apr. 1.—John N. McNeas.

MONTANA.

Big Sandy, Mont., Jan. 23.—Will be plenty of grain next season; mostly winter wheat and flax.—W. A. Schurman, agt. Rocky Mountain Elvtr. Co.

Froid, Mont., Jan. 30.—Crops were fine this year all along the Bainville Branch of the Gt. Nor. The winter is fine, no snow, and the prospects for another season are good.—Agt. McCabe Bros.

NEBRASKA.

Bradshaw, Neb., Jan. 27.—We have been shipping in corn all winter.—J. H. Currie.

Sargent, Neb., Jan. 27.—We have little more grain here than will be fed.—J. H. Currie.

Upland, Neb., Jan. 30.—Some wheat shipped. Corn is sold back to farmers and some has been shipped in.—Thos. C. Lorenzen, mgr. Peoples Grain, Coal & L. S. Co.

NORTH DAKOTA.

Towner, N. D., Jan. 29.—About 75% of 1912 crop marketed; some threshing will be done in spring.—F. R. Lynch.

Preston sta., Blanchard p. o., N. D., Feb. 6.—Have handled 125,000 bus. to date; about 10 per cent of wheat still in farmers' hands.—F. E. Carmark, agt. St. Anthony & Dakota Elvtr. Co.

OHIO.

Dowersville, O., Feb. 3.—Had the biggest and best corn crop in our history.—S. A. Hussev.

OKLAHOMA.

Camargo, Okla., Feb. 4.—Wheat looks fine; 10 inches of snow. Kafir crop was short; most of it marketed.—S. N. Lawrence, mgr. C. B. Cozart Grain Co.

Tonkawa, Okla., Feb. 4.—Eight inches of snow; wheat fine; acreage about the same, probably a little larger than last year; old wheat all gone. Corn selling at 50c; none to ship.—Cassity Grain Co.

Enid, Okla., Feb. 3.—Eight inches of snow all over the wheat belt in northern Oklahoma; the greatest thing for the growing crop the state has had for several years; looks now as if our prospects for a bumper crop were assured; acreage fully 10% more than last year. Little wheat left in farmers hands; elvtr. stocks low; still bothered with car shortage, being unable to get cars to make our shipments within 10 days.—Randels & Grubb.

SOUTH DAKOTA.

Webster, S. D., Jan. 30.—About 70% of our crop has been marketed.—E. A. Wearne.

Blaha, S. D., Feb. 5.—Elvtrs. all full of grain; no cars; 75% of grain in farmers hands.—J. C. Weimer, mgr. Farmers Elvtr. Co.

Freeman, S. D.—Corn is slowly beginning to move, but farmers are not reconciled to present prices; car shortage is in evidence for the first time this season.—W. H. B.

TEXAS.

Fort Worth, Tex., Feb. 1.—Wheat acreage 95.3%, condition 94.4%; oats 16.9%. This is a little less than the government report as to the acreage on wheat, which was about 99%.—H. B. Dorsey, acting sec'y Texas Grain Dealers Ass'n.

VIRGINIA.

Lynchburg, Va., Jan. 30.—Wheat condition is reported in 6 counties in our state to be much better than last year; in 37, better than last year; in 4 worse than last year; 25 report an increased acreage; 8, a decreased acreage; 30, the same as last year; 61 report no damage from freezing; 2, slight damage; 6 report no wheat sown, and 39 failed to report at all. Total yield for 1912, 8,596,000 bus., compared with 9,000,000 bus. in 1911.—Jennings, Owen & Jennings.

FLAX tariff will not be greatly affected by any governmental changes as members of Congress consider the duties highly competitive. Under the present schedules the government is getting about \$47,000,000 duties annually.

MIRACLE WHEAT, notorious a few years ago, was involved in the recent judgment given the Brooklyn Eagle in the libel case brot by Pastor Chas. T. Russell, who was caricatured in the "Eagle" concerning the sale of his "miracle wheat," which brot \$60 per bushel. Pastor Russell endeavored to recover from the "Eagle" for alleged damages, but the courts decided against him. Attorneys for the defense maintained that the scheme was simply an illegitimate method of separating the gullible public from their money, as the grain could be purchased in other markets at one-twelfth what the "miracle" was sold for.

RESULTS OF SCALE INSPECTION.

[By Chas. C. Hoffmann, Chief Scale Inspector for Indiana Grain Dealers Ass'n.]

During the year of 1912 I personally examined and tested 590 scales of various types, styles and manufacture, as follows:

- 21 Railroad track scales
- 151 Hopper scales
- 231 Wagon scales
- 5 Automatic scales
- 80 Dormant warehouse scales
- 90 Flour sacking scales
- 12 Portable scales.

Out of the total tested 302 were found to be registering an incorrect weight, the remaining 288 were found correct. The reasons why the scales were registering an incorrect weight were:

- 36 Not properly installed.
- 39 Beam box was out of plumb.
- 39 Corner irons were not level.
- 20 Nose irons had become loose.
- 17 Hoppers were binding.
- 11 Stillyard rod was binding.
- 24 Actual wear.
- 26 Repairs.
- 12 Had to be completely reinstalled.
- 78 Weights were light from actual wear and lead having fallen out.
- 12 I personally rebuilt.
- 165 Weighing fast or heavy.
- 137 Weighing slow or light.

A FEW SUGGESTIONS.

Grain Dealers scales are the most indispensable part of their equipment. Their commercial transactions rest upon a weight certificate.

The weighing equipment as an investment will pay interest only when properly maintained and used. If allowed to depreciate in efficiency it will measure the products of commerce falsely. One scale in bad order may easily cost more in one week than maintenance of your entire scale equipment for a year.

The careful shipper or receiver shud see that his scales are correctly installed, frequently tested and properly cared for and the weighing thereon carefully performed, in order that he may protect all interests and establish and maintain a reputation for correct weights.

For the benefit of the grain trade of the state of Indiana the association has maintained me as their official scale inspector to test, examine and repair your scales at a reasonable charge.

Inspection of scales shud prevent losses that would fall on the buyer and seller, shud the scales be allowed to get out of condition. Discrepancies would be reduced and good will maintained, labor saved, confidence upheld, fewer shortage claims made and those more promptly paid.

Special care shud be exercised in selecting scales, and the price not be made a controlling feature, as the first cost is not always the last cost. Your scales shud be tested once or twice each year, and not less than once each year.

I have practically covered the entire state of Indiana and am now working on my second trip. Only a few days since, I called on a man whose scale I tested last year, and asked him regarding his scale this year. He said he guessed it was weighing all right, and as I had tested it last year, he guessed he would not have it tested again. He said that his scale had not been tested for ten years previous to the time I made my first inspection, and it was his contention that it did not need to be tested again for 10 more years. As I had a copy of his report on the condition of his scale when tested which showed that his scale had been weighing too heavy, I explained that it was probable that his scale owing to actual wear or for some other reason may not now be absolutely correct. He tried to console himself by guessing again that he did not see why it was necessary to have his scale tested every year as he never did that before.

It was like the case of appendicitis. For years people were dying and the specialists did not know the cause of the deaths. A few years ago they found that in the human system there was an appendix, and the funny part of it was that while we could live with it we could also live without it. The same with your scales, you can go on with your business without having your scales tested regularly every year, but you will be more satisfied if you know positively that they are correct.

The installation of Hopper scales is the most important thing I want to discuss at this time. A hopper scale shud never be placed in the top of an elevator. The installation of hopper scales has been a source of trouble both to the shipper and

receiver for years owing to the fact that scale manufacturers and builders of elevators have not been more explicit in their plans. We have found a variation of up to 25% on scales when the garner above were full of grain and when empty owing to the settling of the foundation.

A hopper scale shud be set as near the ground floor as possible on a separate concrete foundation free from the foundation of the building, and if possible steel shud be used instead of timber.

A hopper scale as a rule will last a great number of years as they are always in the dry, and as there is very little vibration across the top of the pivots, they do not wear flat as do the wagon scales, and if they were properly installed when first bot, they would last a life time. A very bad practice is to place a hopper scale on the top floor and the beam on the lower floor.

Wagon scale foundations shud be of hard brick, stone or concrete. Concrete is preferable. It should be built all the way to the top with concrete or shud have a steel frame around the top of the foundation. The pit of all truss lever scales shud be not less than 4 ft. and shud have a drain or outlet to sewer.

There shud be a shed or roof over a wagon scale as a protection from rain, snow or ice and wind.

The average wagon scale will rust out faster than it will wear out. The cost of a shed or roof will pay for itself in a few years by the amount saved in repairs.

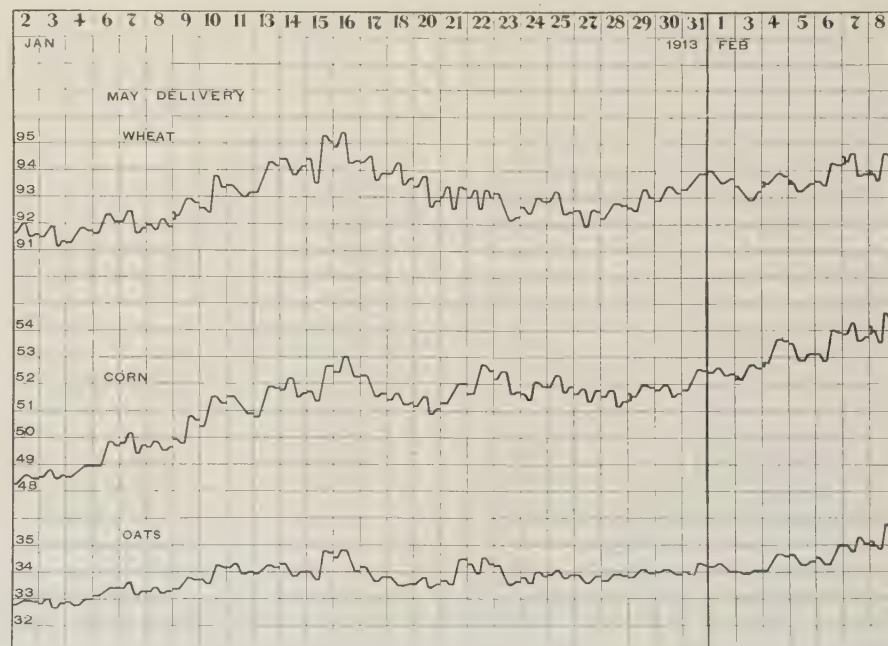
Important legislation on the subject of Employer's Liability and Workmen's Compensation is to be considered by the Indiana Legislature during its present session.

A LAND LOAN buro is proposed for operation by the Government in a bill presented to Congress by Representative Buchanan of Illinois. The measure would provide for the issuance of \$100,000,000 in United States notes to be loaned on farm lands on a basis of 50 per cent of assessed valuation at 5% interest for a period not more than 20 years.

THE INSECTICIDE and Fungicide Board, established in 1912 made its first annual report, in a bulletin issued by the Department of Agriculture showing the efficacy of certain insecticides and fungicides, the publicity given them and the proper usage of such materials. The Board is composed of M. Dorset, M. B. Waite, A. L. Quaintance and J. K. Haywood.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for January and part of February are given on the chart herewith.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31	Feb. 1	Feb. 2	Feb. 3	Feb. 4	Feb. 5	Feb. 6	Feb. 7	Feb. 8
MAY WHEAT.													
Chicago	92 3/4	92 5/8	93	93 1/8	93 3/8	93 1/2	93 1/4	93 1/8	93 1/4	93 1/8	93 1/4	93 1/8	94 3/8
Minneapolis	87 1/4	87 1/4	87 5/8	87 7/8	88 1/4	88 1/2	88 3/4	88 1/2	88 1/4	88 1/8	88 1/4	88 1/8	88 3/4
Duluth	87 1/8	87 1/8	88 1/4	88 1/4	88 3/4	88 1/2	88 1/4	89	88 5/8	89 1/8	88 3/4	88 1/4	88 3/4
St. Louis	93	93 1/8	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4	93 3/4	94	93 3/4	94 1/4
Kansas City	87 1/8	87 3/8	87 3/4	87 3/4	88 1/2	88 1/2	88 1/2	88 3/4	88 3/4	88 3/4	88 3/4	88 3/4	88 3/4
Milwaukee	90 3/4	90 3/4	90 3/4	90 3/4	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2	91 1/2
Toledo	114	114 1/4	114 1/2	114 1/2	115 1/4	115 1/4	115 1/4	115 1/4	115 1/4	115 1/4	116 1/4	115 1/4	116 1/4
New York	98 1/2	98 1/2	99	99 1/4	99 3/4	99 3/4	99 3/4	99 3/4	99 3/4	99 3/4	100	100	100 1/4
*Baltimore	106 1/4	106 1/4	106 1/2	106 1/2	107 1/2	107 1/2	106 3/4	107	106 1/2	106 1/2	107 1/4	107	107 1/4
Winnipeg	86 1/4	86 1/4	87 1/4	87 1/4	87 1/4	87 1/4	87 1/4	87 1/4	87 1/4	87 1/4	87 1/4	87 1/4	88 1/4
Liverpool	104 1/4	104 1/4	104	104	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4	104 1/4	105 1/4	105 1/4
*Budapest	129 1/4	129 3/4	130	130 1/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4
MAY CORN.													
Chicago	51 1/4	51 1/4	51 1/4	51 1/4	52 3/4	51 1/4	52 1/4	53 1/4	53 1/4	53 1/4	53 1/4	53 1/4	54 1/4
Kansas City	50 1/4	50 1/4	50 1/4	50 1/4	51 1/4	51 1/4	51 1/4	52 1/4	52 1/4	52 1/4	52 1/4	52 1/4	53 1/4
St. Louis	50 1/4	50 1/4	51	50 1/4	51 1/4	51 1/4	51 1/4	52 1/4	52 1/4	52 1/4	52 1/4	52 1/4	53 1/4
†Baltimore	54 1/2	54	53 3/4	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4
†Liverpool	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	65 1/2	66

*April delivery. †Feb. delivery. ‡Spot mixed. *No. 2 red.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO ORGANIZE ELEVATOR COMPANY.

Grain Dealers Journal: Where can I get a copy of the by-laws, rules and regulations and plans for organizing a farmers' elevator company?—R. S. Harden, Guelph, N. D.

RIGHT TO PASS?

Grain Dealers Journal: I have been agent for the railroad company here for 29 years, and am also local agent for a line grain company and have in connection with agency a small grocery store. The railroad company has refused me a pass for the alleged reason that my time is not fully occupied for the company. I have to be at the railroad office all the time; and altho I am a fourth-class agent, I have the same work as a first-class agent. Does this come under the Interstate Commerce Act?—S. C. J.

Ans.: The Interstate Commerce Act, as amended June 30, 1906, expressly provides that railroads may grant free transportation for its agents and employees. Nothing is said in the act or in the rulings of the Interstate Commerce Commission to show that a railroad must refuse a pass to an agent because he has other interests. Sec. 1 of the act provides for the issuance of passes and Sec. 22 provides "Nothing in this act shall be construed to prevent railroads from giving free carriage to their own officers and employees."

MINIMUM WEIGHT ON TRACTION SYSTEM?

Grain Dealers Journal: I am a shipper over the Big Four and also over the Illinois Traction System, which delivers its grain to the C. & E. I. We have on the Big Four a minimum weight of 56,000 lbs. on corn for any capacity of car; but the traction system has a minimum of 72,000 lbs. on an 80,000-lb car.

Can the traction system make me pay this or is the 56,000-lb. rule good on all roads? Are the rules different for grain that does not go out of the state of Illinois?—C. B. DeLong, Fithian, Ill.

Ans.: The 56,000 minimum applies to all roads in the Official Classification, of which the Big Four is a member; but the Illinois Traction System is not a member, hence its minimums are governed by its individual tariff. The Illinois Traction System has two different sets of grain tariffs, one applying via the C. & E. I. and the other via the Wabash.

The C. & E. I. minimum from Illinois Traction stations is 72,000 lbs. on an 80,000 capacity car.

The Wabash minimum from Illinois Traction stations is 76,000 lbs. on an 80,000 capacity car.

The fact that the Big Four gives shippers liberal treatment has nothing to do with the Illinois lines, which give the shipper protection, however, by according them the privilege of ordering a small car and using a larger car, and by making the minimum whatever the shipper has been able to get into the car by loading to full visible capacity.

Shipments to points in Illinois take the minimum weights as provided in the individual tariffs of each road. It would be well

to present a complaint against the rule of the Traction System to the State Railroad & Warehouse Commission.

IS PUBLIC WEIGHER RESPONSIBLE?

Grain Dealers Journal: In a case where several cars of snapped corn are weighed on a public scale and the weighing paid for, and later it is found that the scale is badly out of order, the shipments falling short about 150 lbs. to the wagon load of 2,000 lbs., who is responsible and what is the remedy?—Missouri.

BOOK ON SELLING GRAIN?

Grain Dealers Journal: I have often wondered if there is a book giving in a concise way the manner in which the selling of grain should be handled by an elevator company. For example, how should grain be sold by the manager of a farmers' or any independent elevator company? and should hedging be done and how? Where can such a book be obtained?—G. E. Almy, Minot, N. D.

Ans.: No one book treats of the different ways to dispose of grain but in the country. Some commission firms have published booklets on "Consigning" and "Hedging."

WEIGHT OF OATS PER CUBIC FOOT.

Grain Dealers Journal: How many pounds of oats are contained in a cubic foot? For example, how many oats would a bin or box car of 1,870 cubic feet contain?—W. P. Brown & Co., Memphis, Tenn.

Ans.: A standard bushel contains 2,150.42 cubic inches, and it is generally understood that 32 pounds of oats will go into this space. Many oats are lighter in weight, testing 28 lbs. or less and consequently the number of bushels that can be placed in any given space will vary greatly according to the test weight of the oats.

Assuming that a bushel of oats weighs 32 pounds a cubic foot will contain 25.72 pounds, and 1,870 cubic feet will contain 48,095 pounds.

In order to exactly ascertain contents of a given car it will be necessary to have the weight per bu. of the oats, the size of the car, and the depth of the grain within the car; or the car number and initials by which the records of the receiving point may be investigated.

CLASSIFICATION WAS CHANGED BY POSTMASTER GENERAL.

Grain Dealers Journal: In your editorials in the Jan'y 10th, 1913, number, speaking of the Parcel Post Law, you state seeds are classified as 3rd class matter. Are you not mistaken in this?

A small pamphlet we have issued by the Post-office Department, Third Edition (Revised to September 1, 1906) on page 30, gives seeds as 4th class matter. Again, in the new Parcel Post Regulations book that we have, on page 8, under Sec. 7, seeds, cuttings, bulbs, etc., are plainly stated as being 4th class matter.

In section 8, also on page 8, "The law requires that on and after Jan'y 1st, 1913, the postage on all matter of the fourth class must be prepaid by distinctive parcel post stamps affixed (see sec. 3). Postmasters can not receive for mailing parcels that do not bear such stamps."

It is this last new rule that causes the great trouble with postmasters who are not posted on this matter. We receive a great many samples, and because they do not bear parcel post stamps, makes us much trouble.—Yours truly, Chas. J. Mortieau, Helena, Mont.

RECOVERY OF LOSS IN TRANSIT WHEN CAR IS IN APPARENT GOOD ORDER AND WITH ORIGINAL SEAL.

Grain Dealers Journal: In an issue of the Journal some time ago was published an article stating that shippers could recover shortages in weight from the railroad even tho they were unable to produce proof that the car was leaking in transit and tho the car arrived at the destination under original seals. It is presumed, of course, that proof of weight loaded and unloaded is furnished.

Will the Journal kindly give us a record of a court decision covering this matter. We have a claim for a large shortage on which the railroad refuses payment on the ground that their investigation of the claim thru conductors, agents and yardmasters does not reveal the fact that car was leaking at any one point.—Xenia Grain Co., Xenia, O.

Grain Dealers Journal: Have the supreme courts of any state ruled on refused claims in the class of cases covering shortages of grain from country points to destination where the grain was accurately weighed into car and then weighed out short at destination?

Where they could not locate any leakage from the car at destination or unloading point the claims have been refused.

When a leak is reported or the car was transferred or broke down in any way they pay the claims.

We started suit on a number of claims that had been refused by the C. & N.-W. Ry. Co. and beat the company in the district court. The company asked for a new trial, which the court would not grant and the company has taken an appeal to the Supreme Court.

Have other shippers started suit on similar refused claims?—A. J. Zingre, sec'y. Independent Grain & Lumber Co., Mason City, Ia.

Ans.: The railroads generally pay shortage claims when suit is brot for their collection. If the shipper can prove the delivery of a given quantity of grain to the railroad company, and can also prove that it did not deliver the full weight at destination, he can go into court and readily obtain judgment for the value of the loss, as the common law requires carriers to deliver at destination all freight received for transportation.

No railroad attempts to determine exactly the quantity of grain placed in any car. Some of the railroads weigh each carload passing thru junction points, on a track scale, without uncoupling from train. The result is that their weights are merely a guess. The tare weight stenciled on a car is never exact. It does not matter whether the car was reported in bad order at destination or not. Carrier is clearly liable for the goods entrusted to it for transportation.

Of course, the one thing essential is dependable evidence regarding weight of the grain at initial point and at destination. If the proof of the weights is unquestioned, then damages are as good as secured.

Turle & Co., of Duluth, proceeded against the Soo Ry. after finding that a car shipped in from North Dakota by L. C. Oesstedahl, a buyer, arrived in good order and with seals intact, but containing only 10,420 lbs. of No. 1 flaxseed, whereas it was supposed to contain 66,470 lbs. No evidence of tampering could be found, and the railroad, after an alleged investigation, reported no leakage located and refused to pay the claim which Turle & Co. immediately made. The jury before Judge Cant in the district court awarded the full amount, with accrued interest, making a total of \$1,479.14. Turle & Co. had their evidence of weight in good shape and it was this point which was the most potent factor in securing the favorable decision. The jury apparently thought it incumbent on the railroad company to prove that the full amount of flaxseed was not placed in the car or else stand for the shrinkage.

The Northwestern Elevator Co. was given a judgment for \$417 against the Great

Northern Ry. Co. at Minneapolis June 20, 1912, for alleged shortages in weight on grain shipments, in the \$1,000 test case brot by the elevator company against the railroad, the court finding for the plaintiff in 39 out of 40 claims. Eleven causes for action had been withdrawn and several were settled out of court, the railroad allowing \$300. The point at issue is that the alleged shortage in weight developed between the time of loading and unloading the grain and the state weighing department certificates show no leakage of cars.

CAN SHIPPER COLLECT?

Grain Dealers Journal: We would appreciate it very much if our brother shippers would kindly inform us if they have or know of any shipper who has ever collected a claim on the railroad company for loss in market value of grain, due to delay of the railroad company in furnishing cars.—Very truly, Sufferer.

Ans.: By referring to page 344-345 of the *Grain Dealers Journal* for March 10, 1912, you will find excerpts from a number of decisions of Supreme Courts upholding shippers' rights to reimbursement for losses sustained by Carriers' failure to furnish cars.—Ed.

CARRIER LIABLE FOR LOSS IN TRANSIT.

Grain Dealers Journal: Two cars of snapped corn are shipped from a station in Missouri to points in Texas. One car goes thru without claim for shortage, the other is transferred en route by the railroad company into another car and on arrival at destination is short 3,350 lbs. Who is responsible for this and what is the remedy and procedure to adjust this shortage? Both cars were loaded by the same man on different days.—E. C. K.

Ans.: Claim should be filed with the railroad company supported by affidavits of man who loaded and weighed the grain into the car. The fact that the grain was transferred en route is evidence that the car may have leaked.

Sec. 3156, Rev. Stat. of Missouri provides "Every railroad corporation, at all stations where scales are required to be kept, shall correctly weigh grain received for transportation, and shall deliver to consignee at the place of delivery the full amount of such grain stated on the B/L, without deduction for leakage, shrinkage or other loss, except that one-half of one per cent shall be allowed on bulk grain."

Sec. 3157 provides "At all stations where the shipments of grain during the previous year shall have amounted to 50,000 bus. or more, such railroad corporation shall erect scales for weighing grain by car load in their cars. In case of neglect to use or refusal to erect such scales the

sworn statement of the shipper or his agent, having personal knowledge of the amount of grain so shipped, shall be taken as true, and such corporation shall pay the full market value at the time and place where the same should have been delivered."

PROPER POSTAGE ON GRAIN SAMPLES.

Grain Dealers Journal: Referring to last article on page 119, of your issue of January 25th, regarding postage on samples of grain and seeds by mail, we think you misunderstand the law.

Paragraph 4 of Section 7 of the Parcel Post Regulations says that "Seeds, etc., are matter of the fourth class, notwithstanding that a special rate of postage (one cent for each two ounces or fraction thereof regardless of distance) applies thereto. The limit of weight is increased to 11 pounds by the Parcel Post Law (see paragraph one), but no other change is made."

We understand from this that the special rate of postage, 1c for each two ounces, or fraction thereof, on samples of grain, has not been changed.

Paragraph 6 of the same section 7, above referred to, seems to confirm our construction of paragraph 4.—Yours truly, Hughes & McCoy, by J. A. Hughes, Mgr., Howe, Tex.

Read the letter from the Postmaster at Chicago, page 122 of the *Journal* for Jan. 25.

A MANCHURIAN GRAIN BAZAAR.

Manchuria produces grain in excess of the home demand and large bulk handling grain elevators are proposed for the port of Dalney but ancient methods of harvesting and handling are still in vogue in the interior.

We reproduce herewith a picture of the grain bazaar of the astonishing peculiar city of Tsitsitar, China, on the Manchurian border. The same is taken from "Travel," in which Richardson L. Wright tells of the customs of that ancient place and says of the bazaar: "On top of the clumsy, two-wheeled cart a matting-like receptacle contains the grain, which is here being unloaded much as we would tip our dump carts under similar circumstances." Tsitsitar is the chief market place of one of the most profitable grain centers in fertile Manchuria.



In a Manchurian Grain Bazaar.

STATE LAW ON CAR DISTRIBUTION Does not Conflict with Interstate Commerce.

The Supreme Court of Illinois on Dec. 17 in the suit by the Mulberry Hill Coal Co. against the Illinois Central Railroad Co. affirmed the judgment of the St. Clair County Circuit Court granting the coal company \$716.92 damages for failure to supply cars within a reasonable time.

Grain shippers are in the same position as the coal company in some respects, and the decision of the court indicates that the grain shipper need not have the grain actually in his elevator in order to be in a position to demand cars. Judge Cartwright of the Supreme Court said:

Sec. 22 of the Illinois Rev. Statutes provides "Every railroad corporation in the state shall furnish, start and run cars for the transportation of such passengers and property as shall, within a reasonable time previous thereto, be ready or be offered for transportation at the several stations on its railroads and at the junctions of other railroads, and at such stopping places as may be established for receiving and discharging way passengers and freights."

It was provided at the trial that the railroad of the appellant extends through a number of states, and that it is engaged in commerce between them, and therefore it is contended that the statute, as applied in this case, is a burden upon interstate commerce.

Congress has exclusive control over interstate commerce, and respecting that subject its authority is paramount; but we are not able to discover that this statute either regulates interstate commerce or its instrumentalities or burdens such commerce in any way. The only requirement of the statute, as applied in this case or any other case, is that the railroad corporation shall furnish cars, within a reasonable time after they are required, to transport the property offered for transportation, and what would be a reasonable time in any case would depend upon all the circumstances and conditions existing, including the requirements of the interstate commerce carried on by the corporation.

Congress has exclusive jurisdiction over interstate commerce, but we do not understand that a railroad corporation created by a state may, by engaging in interstate commerce, emancipate itself from all control by the state, and that thereafter the state granting the franchise and endowing the corporation with all its powers will have no authority to require the performance of the undoubted duty of carrying property offered for transportation, where the requirement does not impose any burden upon interstate commerce or disable the corporation in any way from carrying on such commerce. If that were so, the state would be powerless to prevent a railroad corporation from running its trains through the state without making any provision for local transportation or the discharge of any duty as a common carrier within the state.

Coal need not be in Sight.—The railroad ran by the mine, and the company had constructed a switch for loading coal. As it had established that place for receiving freight, it came within the statute. The appellee had the coal in its mine, the miners to mine and load it, and the facilities and machinery for that purpose; and it was not essential, in order to hold the appellant liable, that it should have brought the coal to the surface and put it in position to dump into cars, which would have largely increased the damage suffered from the failure to obtain the cars.—100 N. E. Rep. 151.

APPROPRIATIONS for the Department of Agriculture amount to \$17,593,275, an increase of nearly one million dollars over last year, necessitated by the enforcement of pure food laws and educational operations of the Department.

FARM ANIMALS held in the United States Jan. 1, 1913, are reported by the Crop Reporting Board, Bureau of Statistics, to have been: 20,497,000 milch cows; 36,030,000 other cattle, 51,482,000 sheep; and 61,173,000 swine; compared with 20,699,000 milch cows; 37,260,000 other cattle, 52,362,000 sheep, and 65,410,000 swine Jan. 1, 1912.

BUYING FARMERS' GRAIN By Grade.

From an address by E. C. Elkenberry,
Pres. Ohio Grain Dealers Assn.

We have so far failed to hear one sound reason why, in the name of justice to all concerned, a country elevator operator should not buy his grain on the basis of the same grades on which he must in turn sell the same grain. The dealer or miller who fails to grade the grain from the farmer's wagon can be honest neither to himself nor the farmer. Buying grain from the farmer at one price for all grades involves the pernicious principle of placing a premium on low grade grain and a discount on the better grades. The payment of market value for the grade of grain delivered constitutes a square deal in so far as the established grades of grain will admit.

To admit of more exact methods in the business and more nearly exact justice to everyone from the grower to the consumer, the number of the grades of grain should be increased so that any given grade should more nearly define grain of one particular quality or condition and not cover so wide and varying degrees of quality and condition as at present. In time the bureau of standards of the Federal Department of Agriculture has promised to promulgate standards of grain and we trust that as has been the case with cotton, these standards will form the basis of a system of grading containing many more distinct grades than at present with a consequent approximation to exactness in quality and value. But at present the country elevator is the only place in the commercial universe where screenings may be sold for the same price as good wheat, or where corn containing 25% of moisture commands the same price as corn containing 17%.

GRADING THE GRAIN from the farmer has the following reasons in its favor and they should be conclusive:

(1) It is the only honest and just method of buying grain;

(2) It, in a manner at least, strips the grain business of its haphazard character and enables the dealer not only to know what he is buying but to know as well what he has to sell; and

(3) It compels the farmer with poor grain to produce better and encourages the farmer with good grain to continue to produce the same kind, thus discouraging careless and unscientific farming and compelling farmers better to care for their crops after harvesting them.

Now I am aware there are many reputable dealers, too many in fact, who do not buy grain on its grade but their number is diminishing. One of the best known members of the Indiana Asso. ridicules the idea that the plan is practical, but finally admits that he now buys wheat by grade and does discount corn when it falls below a certain standard of quality on which he bases his current price. A discount on grain below a certain grade should presuppose a premium on grain above that standard grade.

The above mentioned dealer exclaimed, "Always discounts. Oh, no! No premiums, though." I could not tell the gentleman he is not honest for his name stands for commercial honor and integrity wherever it is mentioned. But I leave it to you and him. "Even in the face of death, two and two are four," said Tolstoi.

THE NEXT DEALER contends that his competitor buys that way and so of necessity must he. The old bugaboo of

competition again. There is no way so certain to put a competitor out of business as to grade the grain received when he does not do so. The dealer grading the grain gets at its market value all the grain above the grade on which his competitor buys, while the competitor is absolutely certain to get all the grain below his standard for which he will pay the price of that standard. He is, as a result, either driven out of business or compelled to co-operate in establishing an honest and equitable system of buying grain. Thus the first dealer is not only honest and just, which is his duty, but he has compelled the other fellow to be honest and just, which is also his duty.

No man is entitled to two profits on good grain and no profit on poor stuff. Easier said than done, you say. I admit, but you admit the old system is dishonest and yet contend that no dishonesty attaches when you continue its use. No effort is too great by which to put your business above taint of dishonesty and a strictly clean business, not only demanding from the other fellow what is due you, but giving also unto him exactly what justice demands, inevitably yields a steady, annual, financial dividend and, what is better, a daily dividend of satisfaction and self-respect.

DOES IT PAY? is the question of all us Americans and the answer is the crucial test of every institution in the land from the church and the school downward. The mark of the dollar is on the forehead of every one of us. Justice and right and self-respect and a square deal coupled with industry and good common sense always pay; herein lie the principles of success in business. An Association which does not aid in establishing and inculcating the higher standards of business honor and integrity among its members is not accomplishing its whole duty and is neglecting the exercise of its highest functions.

ELEVATOR ON MEXICAN Border.

Departures from the usual plans for the construction of elevators are more often found in the Southwest, where novel arrangements and equipment of machinery must be devised to meet the requirements of the peculiar trade.

At Brownsville, Tex., M. Besteiro has a plant, shown in the engraving, which is designed to shuck-shell corn, grind corn-

meal, manufacture molasses, mixed feed, shell pecans, and make a special flour of cooked corn used by the Mexicans and known as "Nixtamal" or "Masalina."

The plant comprises a grain elevator of 10,000 bus. capacity, equipped with automatic weighing scale and one floor roller bagging scale; a shuck-shelling equipment of large capacity; a corn meal mill on the working floor of the elevator; a warehouse 40x80 ft. adjoining the elevator; a 3-story molasses feed factory.

The power is furnished by an electric motor of 25-h.p., and an electric motor will drive the pecan shelling plant. The pecans will be imported from Mexico in carload lots, shelled at Brownsville and distributed thruout the United States.

M. Besteiro has in course of construction 6 steel tanks with a capacity of 30,000 bus.

Operation of inter-insurers in Illinois has been questioned by the state insurance department and there was a suggestion that legislation must be enacted in order to permit them to carry on business in Illinois. It seems that if any company, inter-insurer or otherwise, that reaches a prescribed standard of management and financial strength as required of incorporated companies, it may do business in this state. In the case of the Millers' Mutual Casualty Co. even if it did not reach the required financial strength, which it does, it would be permitted to do business as its incorporation came before the passage of the act. In the bill passed last year on mutual and casualty insurance a section "13½" was added which states the inter-insurers case fully. Portions are given herewith: "Except as herein provided, no insurance business of the kind provided for in this act, shall be transacted by any other than a legally incorporated company, authorized to do business under the laws of Illinois, or by such corporation of other states as are authorized to do such business in this state. *Provided, however,* that the Insurance Superintendent may authorize individuals, firms and corporations by themselves or their attorney in fact, to provide among themselves insurance or indemnity to each other, of the kind provided for in this act, thru the medium of reciprocal or inter-insurance contracts, if, in his opinion, the plan proposed and the financial strength of the parties in interest will properly safeguard the interest of the insured."



Grain Elevator, Pecan and Shuck Shelling Plant of M. Besteiro at Brownsville, Tex.

AUTOMATIC SCALES.

BY C. F. BYERLEY.

Weights and measures governed the commerce of the world long before the time of Christ. Weight antedates the use of money of any sort, for money was so much weight of metal in the balance. Not until the beginning of the past century was there any material change or progress made in the crudities and oddities then in use.

Up to the past twenty-five or thirty years the manufacture of scales had kept pretty well abreast with the progress of other industries, but since that time I believe it is generally conceded they have not kept pace with the pressing needs of commerce. With a few exceptions, not until the past five years has there been any symptoms of an awakening from a lethargy that has lasted more than a generation. No doubt there are good reasons for this. Little was known about scales and that little was confined to a very few people.

In the past few years a new order of things has set in, the minutiae of things considered, the merchants and manufacturers as well as the railroads have discovered that a scale has a greater bearing on their earnings than any other thing. This is particularly true of the railroads of the country who have transportation which is based almost entirely on weight for sale. As a matter of fact weight is the basis of their charges and earnings.

In these days of the scarcity of labor, the uncertainty of the human element, the value of time and keen competition where seconds not hours are taken into consideration, when modern business is confined to system and methods, the automatic scale was born and developed in an atmosphere of criticism and skepticism. In this respect, the automatic scale is not unlike other new devices that have been placed on the market. It was not developed in a day, it had to go through the sweat and fire to prove its worth. Like all history and progress it has a past, and in its wake it has left a few wrecks that act as scarecrows and to bear testimony to the fact that when you try to control or measure the laws of nature it is not done without a struggle. Out of this struggle practical automatic scales have come that commend themselves to the consideration of all large industries and railroads.

As scale men become more familiar with these devices and understand them better they will welcome the change from the beam to the automatic. I believe it is generally conceded that scales are limited to their intended purpose, particularly the automatic.

THE THREE HITHERTO apparent insurmountable obstacles that were in the way of developing an automatic scale were:

First: The limited travel of scale levers.

Second: Total absence of power at the moment of equilibrium. The moment you want the scale to do something, it must do that something at a particular time without any assistance or interference.

Third: The limited range of capacity that can be legibly shown on a dial of reasonable size.

FRICTION EXISTS in any scale and is greater or less in accordance with the numbers of bearings, racks, pinions, etc., through which the load is transmitted. It is also greater or less in accordance with

the nicety of construction and finish of all working parts. Any automatic scale that requires an extreme nicety of construction and finish of parts in order to enable it to perform its required functions and retain its efficiency for a reasonable length of time, must be enclosed in a rust and dust proof case (under the platform parts and all) for the effect of the accumulation of rust, dirt and dust on the working parts will increase the friction to an extent that will seriously affect the required accuracy.

What is the required accuracy or sensibility of a scale? On these points I will quote from the highest authority we have on scales and their requirements. "Dr. Brauer's Construction of the balance.

"This property has been subject to various definitions, but in its easily understandable sense denotes the capability of the balance to measure the weights under the weight to a required fraction of a unit of weight. The various definitions are explained in that the word sensibility is often understood to mean the measure of this property. The claims on a balance in this direction will depend entirely upon its declared purpose, for altho in general a balance can never possess too great a sensibility, it must be remembered that with increasing sensibility the costs of production and liability to damage are likewise increased, while also as a rule the convenience of speed in use is reduced in a corresponding manner. From this point of view it appears correct not to require a greater sensibility in a balance than is necessary for its purpose and this view is taken into consideration by the 'Imperial Normal Testing Commission.'

"Altho repeated weighings with one and the same balance may never agree with mathematical accuracy, the likely difference must always lie within the sensibility boundary."

What is the sensibility boundary? On this I wish to quote from whom I believe was the greatest exponent "of automatic scales in this country," Mr. H. B. Os-good.

"It is the smallest unit of weight or fraction thereof that is necessary for the declared purpose of the scale." An automatic scale will always indicate the true weight within the minimum graduation on the dial or within its "sensibility boundary." "It is not claimed that with repeated weighings of the same load the indications will agree with mathematical exactness, but that the 'difference' will be within the sensibility boundary." When the scale and device are new and everything is bright and clean, the indications will come mighty close to mathematical exactness, but beam or automatic scales don't stay that way. Wear and rust and the accumulation of dirt and dust increase the friction in the scale mechanism and this added friction will cause a variation in the indication, but during the normal life of the scale levers (without cleaning or sharpening) this variation will always be within the "sensibility boundaries" only when the dial permits very wide "sensibility boundaries" (wide divisions on the dial).

Added friction from wear, rust and dirt cannot be avoided on scales for the great majority of purposes, hence no dial scale on which the "sensibility boundaries" are not wide enough to minimize the variation caused by the added friction can continue to indicate within the required degree of accuracy without frequent repairs.

"How about the effect of this added friction on the beam scale?" "In the first place we want to emphasize the fact that no matter how accurate a beam scale may be, it is up to the operator to adjust the weights and poises to a correct balance of the beam, in order to secure correct weights, and on freight and express platforms and all other places where they weigh in a hurry, the operators do not take time to adjust correctly and the variation is far greater than the sensibility boundaries.

"We all know the effect of added friction on the action of the beam. It makes it sluggish in its oscillation so that it will stand in apparent equilibrium whether the poise is set just where it ought to be or not. Consequently the operator may or may not secure the correct weight, regardless of the time expended. Hence the automatic indication of the automatic scale

is equal in accuracy to that of the carefully operated beam scale, but as a matter of fact, weights from the automatic are far more accurate because the human equation is eliminated."

I have purposely quoted these authorities for both recognize the fatal effect of friction in weighing devices of any kind. Assuming that an automatic device 5,000-lb. capacity at 5-lb. divisions, total capacity indicated by one revolution of the hand with a 32" dial is used on which there is a circumference of 100 inches, necessitating graduation about 1/10" apart representing 5 lbs. each. The automatic mechanism is attached to the free end of the final lever of a system of scale levers and this final lever assumes the part and acts in the same way as a scale beam. Now having in mind what has previously been stated as to the effect of wear, rust and dirt on the action of a scale beam, viz., its equilibrium is not changed by a slight addition or subtraction of load. It must be remembered that the rack, pinion and indicating mechanism is attached to the free end of this "scale beam" and must travel about one inch to cause a revolution of the hand on the dial; it cannot travel much more than that on account of the limitations of movement in scale levers, consequently, one inch movement of the free end of the beam must mean a movement of 100 inches of the end of the indicator on the dial, a movement of this indicator 1/10 of an inch means 5 pounds.

If the friction holds the free end of the beam 1/100 part of an inch from its true position, it must cause an error of one inch in the indication on the dial, which would equal 50 lbs. Carry this out a little further and assume that the free end of the beam does not come to rest within 1/300 of an inch, you would have an error of 16 2/3 pounds.

Carry the same comparisons through with a 50" dial in circumference or 15" diameter with 1000# on the dial in 5# divisions 1/4" apart. The balance 4000# bringing total capacity to 5000# is instantly secured by automatic means independent of the dial mechanism. A movement of 1/100 of an inch on the free end of the lever would mean 1/2" on the end of indicator on the dial or an error of 10#, 1/300 of an inch would mean an error of 3 1/3 pounds. On 5000# this would be within the tolerated error.

I believe the above is consistent with the facts, if the figures are carefully analyzed and their relationship studied. As to the movement of scale levers you cannot help but come to the conclusion that an automatic scale with a small (15") dial with wide divisions is a practical working device for it operates within the limitations of the frictional error in scale levers after a certain amount of wear and rust has taken place.

A great deal is to be said as to the details of construction in regard to the racks, pinions, movement of pendulums, action of springs, effect of air cushions, oil dash pots, etc., but time will not permit.

What has been here given I believe is the soul of the proposition and when once thoroughly understood the automatic scale will present no mysteries, will be welcomed as filling a long felt want and take its place with other time and money saving devices that have long been in use.

EUROPEAN buyers of Argentine wheat and the exporters of that grain have adjusted their difficulties concerning the contracts for Plate wheat and those buyers are accepting Argentine grain.

FAULTY TELEGRAPHIC Service.

From an address by Frank J. Delany.

Occasionally and possibly frequently, practically every member of a grain exchange has seen his good money lost thru faulty telegraphic service. Please understand that whatever there may be of criticism is intended as constructive criticism. All of us are in agreement on the theory that any other sort of criticism would be purposeless, ineffectual, and unworthy alike of the importance of the subject and the dignity, importance, scope and history of this eminently constructive organization, the Council of American Grain Exchanges.

This question of efficiency of telegraphic service is a big one, and there have been so many investigations of it, by Congress, by different State Legislatures, and by various trade organizations, that the history of these investigations constitutes a very formidable library. Most of these investigations seem to have disclosed that there is, on the part of the American public, a very general feeling that the American public is not receiving over the public telegraph wires, from the hands of the private corporations who furnish this service, the sort of service that the modern high pressure of American business demands. These investigations seem to indicate that not alone is this true, but that it is also true that the American business public is not receiving service equal to that which obtains in most foreign countries. The contrast between the efficiency of the service here in America, and the efficiency of the service abroad, is calculated to make a disinterested observer or an interested patron a convert to the theory of Government ownership. At least that seems to have been the experience of those who have had some opportunity to observe those differences.

Observe, that I mention the relative efficiency, and particularly the service over the public wires. When comparing costs, or when comparing the service obtained over private wires, with the costs of the public wire service abroad, the comparison is not so much to the disadvantage of the American system. I feel, however, that for the purpose of this evening we may waive the question of costs, for the American business man as a general proposition, and the grain trade as a particular proposition, are "willing to pay the price if they get the service." It is, therefore, with us not so much a question of cost as it is a question of service.

To many of us it seems that telegraphic service should be in fact what it pretends to be,—viz., communication by wire that is instantaneous or nearly so. We are convinced, also, that the agencies performing this public function, controlling, as they do, one of the essential highways of modern business, should carry on their business to suit, not only the public necessity, but, if you please, to suit the public convenience as well. It is, perhaps, expecting too much of human nature to believe or hope that corporations which have assumed, thru a healthy growth, the character and importance, and the independence as well, of a monopoly, will subordinate the question of dividends to the question of efficiency.

Increased efficiency is so immediately productive of increased revenue, that it is a matter of considerable surprise to the average business man, why it is that the captains of industry who are in control of our telegraphic facilities, do not take a page from the book of experience of their brother magnates in other lines of commercial effort. Why will they not learn from these other captains of industry how quickly the flood of dollars flows to the man who makes business quick and easy, and how quickly dividends mount in response to increase of efficiency.

It would seem, therefore, that a considerable part of our problem is to educate the people with whom we have to deal,—viz., the telegraph companies, to the enormous possibilities for increased revenue thru an increase of efficiency that will furnish facilities in excess and in anticipation of the immediate demand. To the average individual it now appears as if the telegraph companies had followed the opposite policy,—viz., of letting their physical equipment and operating force continue just a little below the maximum requirements of every-day business.

The enormous and rapid development of the long distance telephone service is, in itself, in a way, a most serious criticism of the efficiency of the telegraphic service. Had the telegraphic service kept pace with American business growth, there would

have been little room for the long distance telephone. Competition does not now produce the necessity for a high measure of efficiency in either, for both means of communication are now apparently controlled by the same group. On the whole, however, and with due consideration of the complexities of the telephone problem, the telephone service is good. But that there is something wrong with the quality of the service that we receive by telegraph, is best indicated by the fact that, with both of these agencies at the command of the grain trade and of business men generally, the complaints regarding inefficient service are growing rather than decreasing.

Another peculiar feature is this: That here in Chicago, the city which is not the actual physical center of the telephonic and telegraphic service of America, is geographically nearly so—certainly it at least can be called the center of the great system of wires which spreads over the Central and Middle States—yet here in Chicago, at the very heart of things, we most seriously criticize the service we are receiving. If we here at headquarters have cause for complaint, surely you gentlemen who are situated in outlying markets, on the fringe of this great territory, must perforce be subjected to even a poorer quality of service.

As chairman of a committee of the Receivers' Ass'n of the Chicago Board of Trade during the past year or two, which committee was appointed to investigate this question, I have been brot somewhat closely in relationship with interested telegraph officials. It is only properly due these gentlemen to state, that the men on the firing line, the men in charge of telegraphic operators with whom we have come in contact during the investigation, have displayed at all times an unfailing courtesy and have done what they could in all cases to correct and improve the service. But this Committee came to the conclusion that, however well intentioned these men were, the reasons which produced the character of service we are receiving are to be found in the broad question of "general policy," and that the correction of the service requires a broad correction of policy, rather than the interminable task of attempting piecemeal improvement of service in isolated and individual cases. This conviction was arrived at as the result of examination of, and efforts to correct many cases of faulty service brought to the attention of the committee by members of the Ass'n. It early developed that some of our members, who had been so thoroly disgusted with the sort of telegraphic service they had been receiving, had, to all intents and purposes, abandoned the effort to do business over the public telegraph wires, and were endeavoring in a makeshift way to carry on their business via telephone. This, of course, meant to them serious impairment of business, for as you gentlemen well know, the grain business is carried on in these modern days by telephone and telegraph, rather than by mail. The markets do not wait for the mails.

We found, during the conferences that were held with officials of the telegraph company, that these officials in minor cases, and in cases involving no particularly broad principle, were able sometimes to effect corrective measures, but the net result of our joint labors amounted to little, because the effort to co-operate failed. This effort failed because of the refusal on the part of the local telegraph officials to continue the correspondence which corrective measures necessitated. However, the correspondence has not yet been ended, but is being carried on with the executive heads of the telegraph companies interested.

In hope of securing an improved service, and as a means of self-protection, the members of the Receivers' Ass'n had adopted the plan of stamping upon each message, as they filed it for transmission on the Board of Trade, the following phrase:

"If not sent within fifteen minutes, return to sender."

The effect of this provision, of course, was to save the telegraphic charges on messages which could not be sent within a reasonable period of time, and at the same time to apprise the sender of the fact that the message was not being transmitted to his client. For some time both telegraph companies accepted such messages without objection, and followed these instructions, either by forwarding the message within the time limit, or if this were impossible, by returning the message to the sender.

The Postal Telegraph Co. accepts messages with this stamp, but the Western Union Telegraph Co. refuses to accept for

transmission any messages bearing such restrictions. It appeared to us, who were following this practice, that this—"Return if not sent in fifteen minutes," was an entirely reasonable stipulation. But the reason which was given, in effect, by the Western Union for its attitude toward this restriction was: "That the acceptance of such messages and the transmission of them in accord with instructions, would be in effect giving to a certain class of its patrons preferential service, and this would be a violation of law."

It was, I will confess, a revelation to us to encounter thus such a scrupulous conscience. It revealed to us a well defined sense of right and justice, that we were and are encouraged to note. We have apparently discovered something new—the soul of a corporation—and depending on this definite sense of right thus discovered, we are continuing the correspondence, in a friendly spirit, and we are not discouraged.

The Receivers' Ass'n committee, in digging around on this question, learned some other rather surprising things, viz, that telegraphic communication between points far apart is in a great many instances much more rapid than telegraphic communication with points within 100 miles of Chicago. It appeared to us to be easier to correspond by telegraph with Fort Worth, Texas, than with country points in Illinois within a two hours' ride of Chicago. And instances of this kind are very, very numerous. New York, Boston, Baltimore, Kansas City, Minneapolis and Omaha enjoy practically instantaneous communication with Chicago, and as a matter of actual fact I can, by telegraph, communicate with any of these cities in from one-half to one-tenth of the time that it requires for me to communicate with my own home in this city, within eight miles of this hotel.

While we appreciate fully the speed of the electric fluid, it does not seem to the members of this committee, nor does it appeal to most business men as reasonable, that telegraph service should upset all natural law in revolutionizing the restrictions that distance ordinarily imposes. It does seem that some correction is necessary, if a two-minute service is possible between Chicago and New York, or a 4½ minute service possible between Portland, Ore., and New York, via private wire, as our good friend, Tom Lawson, describes so proudly in a recent magazine article, and on the other hand, a one to two hour service should be the measure of efficiency between two points in the city of Chicago, or a one to five hour service, the best obtainable to points in the State of Illinois or Indiana, within 100 miles of Chicago. The present telegraphic service reverses the logic of the situation, and produces in effect the greatest speed of service between the points most remote from each other.

Private Wires Reduce Speed of Public Wires: The Receivers' Ass'n committee reported to our Ass'n at its last meeting, among other things, substantially the following:

"We are convinced that one chief reason for the very faulty telegraphic service is the growing practice on the part of the telegraph companies to lease their wires to private individuals. While we question the legality of the practice, we have no particular complaint to make against this, insofar as this practice is confined to terminal markets, for the reason that as a general proposition we find that communication with these markets over the public wires is to all intents and purposes practically as nearly instantaneous as is communication with these same cities over private wires.

"In our efforts to communicate with rural districts, however, we find that wherever there are a number of private wires running through those territories, the effort to communicate over the public wires with towns in the same territories is made doubly difficult. We are, therefore, compelled to believe that this is more than a mere coincidence, and that the policy of leasing wires for the purpose of communication with interior points has the direct effect of materially reducing the speed of service which can be obtained over public wires to these same communities. At least, that has been practically the uniform experience of all of our members engaged in the grain receiving business in Chicago."

The average rural community is dependent for telegraphic service on the railroad wire. With many towns as a rule working on the same wire. As you know, the service is hampered by the fact that it is handled by local telegraph operators, employees of the railroads, who because of the variety and multiplicity of their railroad duties, have only a passing interest in the telegraph end of their daily work.

We are all familiar with the fact that when the average rural operator and station agent is not checking or weighing baggage, selling tickets, loading or unloading freight, filling switch lamps, carrying coal in or ashes out, endeavoring to placate an irate and testy train despatcher, making out reports, soothing public inquiry, promising delivery or shipment of freight to impatient patrons—then he has leisure to attend to his meals and to the public telegraph end of his duties. Is it not partaking a little of cruelty to hale him here as a culprit in this matter? Even the slight interest, which the small commission in some cases paid to these men produced in their mind, has been of late in many cases eliminated thru the circumstance that in many recent contracts with the railways, telegraph companies have found that the railways prefer to collect these commissions themselves, and new contracts have been made upon that basis in some instances. Under this arrangement what little interest the country operator previously had in this end of the work is dissipated. So much for the country end of the business.

Insufficient Facilities: We find that some of the poor service is directly due either to insufficiency of physical facilities, or insufficiency and inadequacy of operating force at this end. The Telegraph business is naturally subject to sudden increase of load, and it would seem that, knowing this, traffic managers should endeavor to keep available, extra men and a surplus of physical facilities. Fast markets produce an immediate strain upon telegraphic facilities, and this strain is not responded to, as a rule, by the employment of additional men at once. With fast markets making greatest losses possible, we find the greatest inefficiency during the fastest market periods.

I make no apology for dwelling upon the frailties of the service to rural communities. It is the rural community, East and West alike, that produces the basic natural economic necessity for Grain Exchanges. They are the foundation upon which your Exchanges are built. And the rapidity, ease and general satisfaction with which they are able to communicate with market centers, or with which market centers are able to communicate with them, measures largely their and your prosperity.

Wider Margins Made Necessary by Slow Service: It must not be forgotten, in this connection that while business between terminal markets might possibly be carried on, even by mail, on very thin margins of profit as between buyer and seller, because each being a wholesale merchant, can make his commitments on a certain definite relationship to ruling "future prices," and can arrange for the exchange of those futures, yet business as between market centers and rural communities, whether they be buyers or sellers, is impossible on such a basis, for the reason that neither rural seller nor buyer, neither producer nor consumer, is interested in anything except a definite price. It follows that merchants anticipating delays in telegraphic service must, if they are conservative, protect their own interests always by calculating on a wider margin of profit to cover the contingency of market movements while telegraphic offers or bids are outstanding, on the wires. Logically, also, an individual who enjoys exceptional advantages in the matter of speed of service is in a position to turn that advantage into dollars.

From this glance at conditions as they affect primarily rural communities, we most naturally conclude that much of the inefficiency seems due directly to the internal economic policy of the telegraph companies. The service could be made efficient, were the country telegraph operators given reasonable time and remuneration, and were a sufficient number of operators employed at terminals to take care of the maximum load. It does not seem reasonable that telegrams should be hung on a hook to await their turn for transmission. If the facilities were kept adequate, there would be no necessity for a hook.

There is one great big question which is being given much thought at this time by many serious conservative business men, within and without Exchanges—which will ultimately have an answer that will be completely final, and to which answer all of us will have to adjust our businesses and our personal point of view, the solution of which will not work out instantaneously, but which will of necessity be the product of the best thought of the best men of the business world. The answer will, I believe, be worked out without prejudice and without injury to any man or men, or to any interest, and

that this may be so is my fondest hope. Gentlemen, the question that I allude to is this:

Is telegraphic service a commodity to be bargained for in quantities to suit the purchaser, or is it a service which should be, within reasonable physical limitations, available to all, and equal to all, upon the same terms?

IMPROVEMENT IN SULFURED GRAIN TEST.

On Feb. 1 the Bureau of Plant Industry of the U. S. Dept. of Agriculture issued Circular No. 111 giving improved methods of making the test for sulfur in grain devised by Geo. H. Baston, assistant in grain standardization.

Since the acetate of lead test for sulfur in grain was originated by the Grain Dealers Journal many years ago and published in its columns it remains practically the same, altho the U. S. Dept. of Agriculture has devised some minor improvements, as first described by the Department in Circular 40, Bureau of Plant Industry.

The apparatus commonly in use for detecting sulfured grain consists of an Erlenmeyer flask of 500 cc. capacity, fitted with a cork stopper and a delivery tube.

The chief objection to this apparatus is that it is almost impossible to make a cork connection perfectly tight, and it is also very hard to keep clean. The escape of the gas around the stopper was the first difficulty that Mr. Baston tried to overcome. Rubber stoppers are not practicable for this purpose on account of the sulfur which they contain. A hollow, ground glass stopper with a glass delivery tube attached was substituted for the cork connections. The hollow in the center of the stopper should be filled with cotton, which acts as a filter, thereby preventing the dirt and dust from being carried over with the gas. The dimensions of the apparatus are shown in the engraving.

The method used for detecting sulphured grain is as follows: Place 100 grams of the grain to be examined, together with 10 grams of zinc, mossy or granular, chemically pure and free from sulfur, in a 500 cc. flask. Pour into the flask enough diluted hydrochloric acid (1 part acid to 4 parts of distilled water by volume) to just cover the grain. Close

the flask with the ground glass connection and place the end of the glass delivery tube in a test tube containing a 2 per cent solution of lead acetate (2 grams of chemically pure lead acetate in 98 cc. of distilled water) which has just been filtered. The test tube should only be about three-fourths full of the lead acetate solution, in order to prevent spilling when the gas begins to pass over. The delivery tube should extend to within about one inch of the bottom of the test tube.

The bent tube is 9 to 10 millimeters in inside diameter and the down leg extends down 7 inches into the 6-inch test tube. A distance of 4 inches is sufficient between the up and down legs of the bent tube.

In the case of unbleached grain the gas liberated from the zinc and hydrochloric acid is hydrogen. With grain which has been bleached with sulfur the gas liberated is hydrogen sulfid, the presence of sulphur being indicated by a black precipitate of lead sulphid which forms in the test tube.

To avoid any mistake in determining whether or not grain has been bleached it is advisable before making the test to make several experiments with both bleached and unbleached grain and also with mixtures of the two. For example, samples containing 2 per cent, 5 per cent, 10 per cent, and 50 per cent of bleached grain should be tested, in order to become familiar with the appearance of the precipitate when there is only a small quantity of sulphur present.

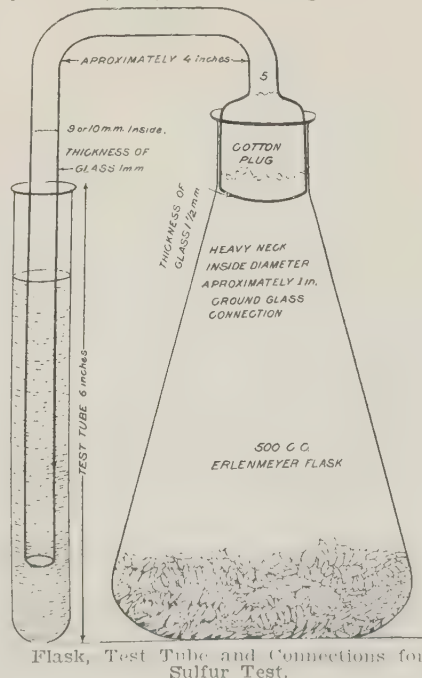
We do not feel as though we could get along without the Journal.—Little & Duncan, Tipton, Ia.

AN INTERNATIONAL Agricultural Exhibition will be held in Holland, at The Hague, Sept. 3-15, 1913.

The Crop Improvement Com'ite has been asked by three different departments of the government to assist in preparing exhibits at the Panama Exposition to be held in 1915.

Members of eastern grain exchanges will hear the proposition of crop improvement discussed by Sec'y Ball, at which time his illustrated lecture will be given to familiarize the trade with the work being carried on by the com'ite. An extensive eastern trip is planned for the sec'y.

FEBRUARY is the month of corn accumulation. Mar. 1, corn still back generally ranges from 35 to 45% of total production. 1907 leads recent years with reserves of 1,298 million. Chicago May corn in that year took a great drop to 42½ in January, but recovered its balance and climbed back to 56½ in May, expiring at 53½. Reserves in the subsequent year of only 962 million were preceded by a February price of 58¾c and followed by an advance to 82¾c in May. Last year, reserves were microscopic—884 million, and prices showed a bulge of 20 cents from January to the end of May. March this year should show generous reserves. Corn-fed pigs are profitable, but consumption has been curtailed by lack of the "wherewithal." Argentine crop news is daily losing importance as it nears maturity. The next few months will see active bulls, eager to accumulate on depressions, growing more aggressive as the farmer finds the roads breaking up and the farm calling him so hard he is "too busy" to make deliveries. This accounts for the best prices of the first five months usually being made in May.—Southworth & Co.



Flask, Test Tube and Connections for Sulfur Test.

FARMER GRAIN DEALERS At Minneapolis.

The sixth annual convention of the farmer grain dealers of Minnesota was held at the West Hotel, Minneapolis, three days, beginning the 29th ult.

After the call to order by Pres. L. A. Smith, of Truman, and the reading of minutes of the previous meeting by the Sec. I. L. Demaray, of Pipestone, a legislative comite was appointed to go to St. Paul to confer with a comite appointed to investigate the grain trade methods in Minneapolis, and also the state grain inspection department. The comite was as follows: Pres. Smith, P. D. Gilbertson, Glenwood, M. Hagenbeck, Madison, M. R. Meirsch, Argyle, A. Rebman, Pipestone, Fred Dreves, Granada, A. W. Carl, Hartwick, R. O. Wilson, St. James, and M. R. Myers, Chicago. The appointment of the comite followed a spirited debate and the adoption of the following:

"Recommendation that a law be passed by the legislature making it obligatory upon grain buyers to pay the same prices for same quality of grain at stations where freight rates to Minneapolis are the same."

Indorsement of a bill sending two delegates to Europe to investigate farmers' co-operative plans and rural credit and report next legislature.

The report of the Sec. showed that in the state 307 farmer elevators were in operation, but only one-third were as yet members of the ass'n.

Mr. E. G. Dunn, of Mason City, Ia., late democratic candidate for governor, spoke upon the growth of the co-operative movement at Tuesday afternoon's session.

He said in part: "This state is going to develop the co-operative movement out of the necessity of the times and the farmer will benefit thereby. There is a great work going on of which this gathering is evidence, but fads, fancies and radicalisms must be avoided and do not try to grow too fast. We cannot accomplish all we seek to do in the betterment of things for mankind and you must not expect returns before you have allowed time for growth. Many farmers hesitate to join our movement for the reason that they cannot see immediate benefit. Co-operative companies were organized to get open grain markets. I am in favor of building large warehouses. Suggestion has been made that we should have a central purchasing agency, but to my notion this is impractical for the simple reason we do not know where credit or capital will come from. Band together for mutual protection and keep out of politics."

RELATION OF EXCHANGE TO FARMER GRAIN DEALER.

Mr. John G. McHugh, Sec. of the Minneapolis Chamber of Commerce, Wednesday afternoon spoke upon the relation of the Grain Exchange to the farmer grain dealer and said in part: "The functions of a grain exchange do not seem to be well understood. If you grain men and shippers could realize that it is nothing more or less than a market place, many misunderstandings would be avoided. The Chamber of Commerce does not deal in grain, but merely provides a place and facilities for a market. It gathers information for buyer and seller, but has no interest in the business of any of its members, nor with dealings. This ter-

iminal market place provided by the Chamber of Commerce is without question the most competitive grain market in the world. Some think the commission man should be eliminated but without him you could not be equal to the buyer, and he looks after your rights for a small commission as his compensation. His destruction would be a serious blow to the country merchant and every one of you farmer elevator men if you know your real interests would not consent to the talk of his elimination. Producers some times fail to realize that the commission men are the sellers of your product and the more competitive buyers the better the price. Here we have terminal buyers, shippers, millers, maltsters, scalpers and all kinds of traders, who are keen to elements of value that count for price. The scalper is a help in that he is a speculator in cash grain, to see to it that stuff is sold at what it is worth, and makes for better price to the shipper. In some of the proposed legislation to abolish futures I certainly feel that useful factor of the speculator is overlooked. During the first months after harvest when grain placed on the market is all out of proportion to the demand, the speculator maintains that level of value of benefit to shippers. He assists in hedging. When Sen. Kyle of North Dakota was in congress in 1900 a commission was appointed to investigate marketing of farm products and it was their impartial report that futures benefited the producer."

Mr. McHugh explained at some length the qualifications of membership in the exchanges; that no man could become a member who had been guilty of sharp practices no matter his means. He welcomed any suggestions having to do with bettering terminal facilities, explained arbitration rules and the security given country shipper.

Mr. McHugh extended an invitation to the visitors to visit the Chamber.

NEW TRANSPORTATION PROPOSED.

Capt. Chas. Campbell addressed the meeting upon a proposed means of transportation, explaining the plan of a new company organized to use the river that proposes to have a fleet of vessels in operation within a year from June next. Boats in units of a thousand tons will carry freight from St. Paul to the gulf at more reasonable rates under proposed plan with assurance of a navigable channel. Mr. Campbell thinks he has arrived at a solution of the economic transportation problem.

INSPECTION OF GRAIN AND WEIGHING.

Criticism of the state inspection department in which it had been charged that inspection is so lax that better prices are obtained in Chicago, drew from G. H. Tunnell of the local office the reply that methods and records are all open and he would welcome examination. Mr. T. E. Geier of Ortonville had made complaint that wheat which he had shipped to Minneapolis was rejected when it really should have been given a No. 1 grade. At the comite investigation it was sought to be shown that in cases of doubt between the two grades it was given to the buyer, and the farmer lost in the end. This was vigorously denied by inspectors who stated that the rule of the office always was to favor the shipper.

P. P. Quist, state weighmaster, was listened to with much attention when he

read a paper on weighing grain from which we take the following:

How Grain Is Handled Under State Supervision.

The proper grading and weighing of grain was for many years a matter of contention between those who were interested in its production and handling, and the question of establishing State grain supervision of the inspection and weighing of grain began to be agitated about 1878. This agitation continued until 1885, when the Legislature of that year enacted the present grain law creating the Grain Inspection and Weighing departments. These departments were placed under the control of the Railroad and Warehouse Commission, and were established with a Chief Inspector of Grain, with direct supervisory powers, and deputy chief inspectors and weighmasters in charge of their departments at the terminals.

INSPECTION.

All grain shipped to the terminal markets in Minnesota is subject to State inspection and weighing. When a car of grain reaches Minneapolis it is placed by the railroad on a special track, called "inspection track," which is provided in each railroad yard. A State sampler is on hand in the morning as soon as it is light enough to see. He first takes a record of the car number and initial and also records the number of the seal he breaks in order to enter the car. After he has secured a sample by probing the car in several places, the door is closed and sealed with a State seal and number recorded. A careful examination is made of the condition of the car, and any defects found are recorded in the seal records. The sample obtained is placed in a small sack with a ticket showing car number and initial. The sample is then brot to the State inspection office where it is inspected as to grade and dockage.

All grain inspected by the department, whether received or shipped out, must be inspected in accordance with the Minnesota official grades established at the beginning of each crop year by the State Grain Inspection Board of Minneapolis and Duluth, which meet jointly the latter part of August.

These Boards are independent of the Commission, as they are appointed by the Governor for a term of three years.

The rules made by this board are based upon the peculiar conditions of the grain during the current year, and are made to give the crop the highest grade that its quality and general condition will allow.

The State inspector must be so thoroly familiar, not only with rules but with all these different varieties of grain as to be able to give the grain its proper grade quickly, as there are hundreds of samples to be inspected and his report must be in the main office by 11 A. M. for the convenience of the grain trade.

The grading of grain never has been nor can it be, altogether satisfactory. The producer is apt to think his grades and dockage too severe, while the consumer takes the opposite view. Seller and buyer are always apart on this question. To adjust these differences the State stands as arbitrator, and it treats both with equal fairness.

Buyers of grain in all the markets of the world understand its value and bid for it accordingly. The only reason Minnesota grades have enjoyed the confidence over those of many other markets is because eastern and foreign buyers have found them uniform and reliable.

In the inspection office the grain is graded under the most favorable conditions and every convenience in the nature of mechanical appliances is available to every inspector.

The inspectors have no knowledge of the ownership of the grain they are grading, nor do they know from what point the grain was shipped; so the judgment of the inspector as to the grade of any particular grain is based wholly upon the grain before him without any outside influence to bias him in determining grade or dockage.

The aim of the inspector in grading grain has always been, when there is a question of doubt, to give the grain the benefit of the doubt and place it in a higher rather than in a lower grade.

If the shipper or the consignee are not satisfied with either grade or dockage, as established by the inspector on the car in question, it is their privilege to call for re-inspection. The case is then carefully reviewed by the chief deputy inspector or

his chief assistant. In case the parties are still dissatisfied an appeal can be called for, which means that the merits of the case will be considered by the Grain Inspection Board of Appeal, consisting of three members, who are in continuous session from 9 A. M. to 2 P. M. The grade and dockage as determined by them is final, but in no way prevents the owner or the representative from selling it by sample. When the grade and dockage have been finally determined upon, a certificate of inspection is issued on request bearing the seal of Minnesota, which certificate gives the official grade, dockage and date of inspection.

THE WEIGHING.

Before any final accounting can be made by the commission merchant to a country shipper, or settlement made between buyer and seller, the weight of the grain must be ascertained. For the purpose of determining this weight State weighers are stationed at the terminals and elevators, who take charge of the cars on their arrival at the respective stations and carefully weigh the grain before it is delivered into the hands of the buyer.

The State weighers must make a careful inspection of the cars (as they are received) and note any bad condition found. A record of the seal number is also taken. The car is opened and the shipper's weight card removed. The weighing is done either on track scales or on large capacity hopper scales located at each weighing station. In case of track scales (which are much preferred by the department) the loaded car is placed on the scale and the gross weight taken. After the car has been unloaded it is weighed back empty to determine the net weight.

In all cases the car is detached from other cars during the weighing process.

In case of hopper scale weight, the contents of the car is unloaded into a receiving pit and elevated directly to the garner just above the scale hopper. After the scale has been properly balanced and the hopper valve closed, the grain is drawn down from the garner into the scale hopper and weighed, usually in one draft.

At the larger elevators, where the weighing is done in the cupola, two men are employed by the state. The supervising weigher downstairs sees to it that the cars are properly swept and notifies the weigher upstairs, either by speaking tube or telephone, that the grain is ready to be weighed.

All scales over which State weights are given are equipped with a type register beam so each weight is double checked. The weight is first read from the beam and entered into a book by the State weigher. He then inserts a specially prepared card in the recording beam, presses a lever and the weight is recorded on the ticket and compared with the entry in the book before he leaves the scales. Since an incorrect record cannot be obtained from a type register beam, it is practically impossible for errors to enter into the work of weighing under the present system.

Another check that tends toward accuracy is the fact that all thru this weighing operation, the state weigher has not been alone in the work, for the house weigher has also been present.

However, no man would assert that mistakes cannot be made in some part of the operation; viz., in the adding of two drafts or deducting the tare from the gross weight; but everything that ingenuity and money can produce is used by the Department to guard against these mistakes. Duplicate daily reports are made by the weigher at the close of each day's work; these, together with reports of car condition and seal records, type register tickets and shipper's weight cards are forwarded to the State Weighmaster's office, either by mail or messenger. It is necessary that the report be on hand at 8 A. M. on the day following the weighing.

At the Weighmaster's office a busy scene is witnessed each day as the representatives of the many commission firms, as well as representatives of the various railroads, check over the carbon copies of the weighers' daily reports, to learn the weight as given by the State Weighing Department of the cars they are interested in.

After the type register tickets are checked an official certificate of weight is issued bearing upon its face the car number, initial, contents and State weight, together with the date and name of weighing station. This certificate is stamped with the seal of the State Weighmaster and forms the basis of settlement between the shipper and buyer in the matter of weights. To obtain a State certificate of weight, it is necessary to present a re-

quest in writing. Should bad order condition be recorded against the car, it is written in the remark column. Certificates are issued without expense to any party interested. If to be sent through mail a self addressed envelope should be enclosed with the request.

Scale experts are employed whose duties are to test scales used by the State Departments and keep them adjusted to the government standard of weights. The State supervision is not confined to the testing of scales; but takes up the details of proper scale construction, elevating machinery, and all apparatus that enters into the handling of the grain before it is finally weighed.

The mechanical improvements in the terminal weighing stations have kept pace with the progress of development of the State system of records and weighing; and today there are installed the most improved type of scales that money can buy.

The wood foundations for track scales are replaced with steel and concrete, and the track scale capacity has increased from 100,000 pounds' capacity to 200,000; while the largest hopper scales in the world are in Minneapolis with a capacity of 2,000 bushels of wheat.

After a scale is tested it is sealed to prevent willful or accidental changing of the scale leverage without the knowledge of the Department. Such equipments and precautions prove the weighing to be good as we find by checking weights between elevators and mills.

Many complaints of shortage in weight are received from the country shippers and all are carefully investigated. Many of these complaints are justified as our record shows that out of the 138,660 cars received in Minneapolis during the past grain year, 11,723 cars arrived in leaky condition.

Investigation also reveals the fact that some claims are based on estimated weight or weight given by unreliable and improperly cared for scales. If a shipper obeys the law by placing a card giving the shipping weight, an investigation is made of any apparent discrepancy between shipping weight and State weight. It is very plain that such investigation, made while the grain is still in the scale hopper and the car at the unloading pit, is of more value than one made later when there is nothing to investigate except to check our record.

CAR COOPERING.

It is a remarkable fact, that grain dealers in general will strive to take the greatest care and exercise every precaution in the matter of buying and selling grain, so far as grade and dockage are concerned; they will go to considerable trouble to ascertain the accuracy of their scales; but when one of the most vital factors in the whole business of the transaction is reached, they very often do not use the necessary judgment and attention required to avoid loss from that source. I refer to the lack of care in the matter of coopering cars well enough to stand the strain induced by the grain pressure of the load in transit from shipping point to destination.

It is rather discouraging to think of all the thousands of bushels of grain being thus scattered broadcast, a pure waste and loss due very largely to poor coopering before a car is loaded. These results are not always due to carelessness but sometimes to a mistake in judgment as to the strength of the lumber, or the pressure of the grain on the grain door causing the bulging or breaking in transit. But whatever the cause may be the results show that one in every twelve cars received arrives in leaky condition.

If careful inspection of the inside of the car were made before loading, cracks in the lining or floor may be found which could be fixed in a few minutes and loss of grain prevented. Also if inspection of the car after loading were made, many small defects could be easily remedied.

MR. LOFTUS MAKES CHARGES.

Geo. S. Loftus, of the Independent Exchange, who had been present in the meeting during the address of Sec. McHugh, severely criticized the Chamber of Commerce and said in part:

"Present methods employed here are not right. Every terminal elevator should have a track scale. Inspection here is more severe than Duluth, Milwaukee or Chicago." Mr. McHugh spoke about the membership of the C. of C. and I know of cases where they have rejected from

membership men who were financially responsible and honest. The \$1.50 switch charge here is wrong and it comes out of you farmers and amounted last year to \$215,000. We are going to make somebody pay back every dollar that has been collected for the last six years. I think there has been a great many irregularities about the C. of C. but commission men are not responsible for them, it is the board of directors."

After declaring that he had no personal animosity for Mr. Loftus, Mr. Benson, vice-pres. Benson-Newhouse & Sta-beck, asked permission to answer Mr. Loftus' charges. He asked the farmers if they had ever noticed how, when people were in great need, were distressed and felt that assistance was absolutely essential to life, a Moses always cleaved his way to the front and came to their rescue. He said: "I have great admiration for a reformer and even a muck-raker, but none for a muck-maker."

Mr. Benson, in turn, charged the Equity Exchange with having manipulated some questionable deals, naming them and at this point Mr. Loftus and Mr. Benson offered to turn their books over for inspection, as did a number of other representatives from grain firms. The controversy was unexpected and Pres. Smith pounded in vain on his table, shouting for order. Finally as his voice gave out he threatened to adjourn the convention *sine die* unless order was restored.

RESOLUTIONS ADOPTED.

RESOLVED, that we, the Farmers Grain Dealers Ass'n. of Minnesota, declare that Minneapolis has entertained our convention in a royal manner, and that we most sincerely thank the Grain Exchange of Minneapolis, the Hotel West, and all other good people who have helped us to make our convention successful and our visit pleasant.

That we thank our officers and directors for their faithful work during the past year, and pledge our full support to the new board for the coming year.

A National Council: Resolved, that we approve of the action taken by our board of directors in forming a National Council for Farmers Co-operative companies, and approve the plans as outlined for perfecting the same.

Auditing: Resolved, that we urge all farmers companies in the state to pay the most careful attention to their systems methods of bookkeeping, and request our State board to assist local companies to secure reliable audits at reasonable prices.

Demurrage: Resolved, that we commend the courage of the Farmers Elevator Company at Hardwick in contesting the Reciprocal Demurrage Law and pledge our support to every honorable movement set on foot to secure an effective reciprocal demurrage in this State.

Investigation: Resolved, that we instruct our directors to appoint a Committee of three competent grain men to investigate methods now in vogue in handling grain in the Minneapolis market.

"I think the Journal is all right."—H. A. Nicholson, Crary, N. D.

GERMANY last year had a yield of winter wheat of 33 bus. per acre and the yield of spring wheat was 34 bus. to the acre. The yield of winter rye was 39 bus. per acre and spring rye, 20 bus. The total yield of wheat in metric tons for 1912 was 4,360,624; compared with the yield of 1911, 4,066,335 metric tons. The total yield of rye for 1912 was, in metric tons, 11,298,289; compared with 10,866,116 metric tons in 1911. The barley crop was large, averaging about 40 bus. to the acre, but the quality is so poor that it will hardly be used for brewing. The oat yield was 8,520,183 metric tons, which represents a return of about 47 bus. per acre, reports U. S. Consul Poole, of Berlin.

Seeds

Clover seed scarce in this vicinity; farmers buying early.—E. E. Elliott, gen. mgr. Woodbury-Elliott Grain So., Muncie, Ind.

Suit has been brot by the Lake Erie Seed Co., of Buffalo, N. Y., against several railroads for closing the company's crossing over their tracks.

Peoria received 150,000 bus. of seed and shipped 180,000 bus. during January; compared with none received and 30,000 bus. shipped during January, 1912.—John Lofgren, sec'y Board of Trade.

Crawfordsville, Ind.—Demand for clover during January considerably above average. Timothy crop large, saved in bad condition, much of it yet on the farm.—T. C. Crabbs of Crabbs, Reynolds, Taylor Co.

Baltimore received 260 bus. of clover seed and shipped 836 bus. during January; compared with 2,353 bus. received and 246 bus. shipped during January, 1912.—James B. Hessong, sec'y Chamber of Commerce.

The Albert Dickinson Co., Minneapolis, which suffered the loss of a large warehouse by fire, has let the contracts for a new 50x112 one-story building and a 32x50 three-story cleaning house to T. E. Ibberson.

Pendleton, Ind.—Quite a lot of Timothy seed back in farmers' hands, average has been largest in years. Clover is very scarce; we are shipping in clover at present for our local trade.—W. E. Brown, mgr. Taylor & Brown.

Duluth received 1,363,663 bus. of flaxseed and shipped 389,994 bus. during January; compared with 690,770 bus. received and 651,922 bus. shipped during January, 1912.—Chas. F. Macdonald, sec'y Board of Trade.

The Albert Dickinson Co., Chicago, Ill., has registered as a trade mark for bean seeds, pea seeds, field seeds, grass seeds and seed grains a design of two hands, with the words "Double Hand Brand," under serial number 67,294.

The acreage of alfalfa is on the increase in Minnesota. Many trial fields have been put in and cultivated in all sections of the state. In some parts of the state the yield has been as high as ten bus. per acre. Minnesota grows most of the alfalfa seed in Carver County.

Receipts at Toledo during January included 3,181 bags clover seed, 1,190 bags timothy seed and 223 bags alsike seed; compared with 3,420 bags clover seed, 13 bags of timothy seed, and 350 bags alsike received during January, 1912. Shipments for the month included 7,519 bags clover seed, 644 bags timothy seed, and 728 bags alsike; compared with none shipped during January, 1912.

Receipts at Milwaukee for January were 180,000 lbs. timothy seed; 332,755 lbs. clover seed, and 96,000 lbs. flaxseed; compared with 164,135 lbs. timothy seed, 522,155 lbs. clover seed, and 66,000 lbs. flaxseed, received during Jan., 1912. Shipments for the month included 210,000 lbs. timothy seed, 1,350,000 lbs. clover seed and no flaxseed; compared with no timothy seed, 192,120 lbs. clover seed, and 6,135 lbs. flaxseed during January, 1912. H. A. Plumb, sec'y Chamber of Commerce.

A Seed Calendar Bulletin for the year of 1913 on flax seed and flax cropping has been issued by the North Dakota Agricultural Experiment Station, with very useful information regarding the growing of flax, seed selection, and seed control. Prof. H. L. Bolley arranged the Calendar in a very useful way such information necessary to grow pure flax.

Receipts at Kansas City for the month of January, 1913, were 610,500 bus. kafir corn and no flaxseed; compared with 255,200 bus. kafir corn and 1,000 bus. flaxseed received during the corresponding month of 1912. Shipments for the same month amounted to 384,000 bus. kafir corn and no flaxseed; compared with 226,000 bus. kafir corn and no flaxseed shipped during January, 1912, as reported by E. D. Bigelow, sec'y Board of Trade.

Marquis wheat is most valuable on account of its earliness, maturing one week to ten days earlier than red fife, thus escaping early frosts in the northwest. This variety of spring wheat is of superior milling quality, resists drouth and rust, and during five years at Brandon, Man., averaged nearly 44 bus. per acre. It has been developed by the Canadian government, and American and Canadian seed dealers have procured a limited supply.

Receipts at Cincinnati for January included 5,048 bags of clover seed, 958 bags timothy seed and 23,187 bags all other seeds compared with 1,938 bags clover seed, 1,524 bags timothy seed and 21,174 bags all other seeds received during January, 1912. Shipments were 4,058 bags clover seed, 2,838 bags timothy seed, and 23,253 bags of all other seeds; compared with 3,066 bags of clover seed, 781 bags of timothy seed, and 11,941 bags of other grass seeds.—Wm. Culkins, Supt. Chamber of Commerce.

Imports of seeds during 1912 included 33,012,581 lbs. clover seed, 24,341,367 lbs. all other grass seed, 1,061,768 bus. castor beans and 7,833,180 bus. flaxseed; compared with 28,933,719 bus. clover seed, 12,087,549 lbs. all other grass seeds, 865,899 bus. castor beans, and 7,480,115 bus. flaxseed during 1911. Exports of seeds from the United States for 1912 have been 3,230,963 lbs. clover seed, 11,111,807 lbs. timothy seeds, and 20,180 bus. flaxseed; compared with 2,407,145 lbs. clover seed, 7,893,121 lbs. timothy seeds, and 941 bus. flaxseed during 1911, as reported by O. P. Austin, Chief of the Bureau of Statistics.

The Canada field pea should rightfully assume greater importance than it has at present. Many of our best farmers know and understand this, but very many do not. It is used both as green feed and as fertilizer; and in both places it deserves to occupy a very prominent position. As green feed sown with oats or barley early in the spring, it fills a place which no other plant we have can occupy. The amount of feed produced on an acre is very large. It comes before any other good nutritious feed suitable for hay or soiling. It is greedily eaten by practically all kinds of stock, and is as nourishing as can be desired. As a fertilizer, either when plowed under or pastured off it will rank very high. Some of our very best farmers sow each year a field which they wish to enrich to Canada peas and oats, hogging off the crop or depasturing with cattle or sheep, and they say that they can tell the line right to the foot where these peas grew, when they plow the field up and put in another crop.—Wing Seed Co.

Chicago received during the week ending Feb. 8 623,000 lbs. timothy seed, 218,000 lbs. clover seed, 376,000 lbs. other grass seeds, and 71,000 bus. flaxseed; compared with 330,300 lbs. timothy, 140,700 lbs. clover seed, 292,800 lbs. other seeds, and 23,900 bus. flaxseed, for the corresponding week of 1912. Shipments for the week included 1,002,000 lbs. timothy seed, 239,000 lbs. clover seed, 453,000 lbs. other grass seeds and 4,000 bus. flaxseed; compared with 228,500 lbs. timothy seed, 81,200 lbs. clover seed, 965,100 lbs. other grass seed and 21,300 bus. flaxseed shipped during the corresponding week of 1912.

Much clover uses Toledo as a winter residence; it comes in the Fall and begins to depart in the late Winter and early Spring. Local dealers absorb the seed directly after harvest. They find protection in hedging with a sale for future delivery. The investor, if attractive prices are made, often carries the seed until spring. When an actual shipping demand develops the dealer distributes his stock and buys in his hedge. This is where we are "at" just now. The demand for the actual seed is making itself felt. "As the days begin to lengthen, the demand begins to strengthen," to parody an old saying about the cold weather. February and March show increased activity, and April on several occasions has been the largest month.—Southworth & Co.

Baltimore, Md.—The old crop of clover, alsike, alfalfa and timothy was consumed with last year's trade. Of the new 1912 crop of red clover seed there seems to be small quantities saved by some of the farmers in Maryland and Southern Penna. and Virginia. The seed is of very inferior quality costing from 4 to 8c pound to bring it up to standard of 98% pure. No alsike was saved in this part of the country and that seed seems to be very scarce. Timothy is abundant and is being offered freely. The 1911 alfalfa crop was so large both in Europe and America and the 1912 crop also was a fairly good one with the result that there is plenty of alfalfa seed on the market and is being offered at lower prices even than last year. Everybody knows of the enormous crop of blue grass seed and prices are ranging low with good movement.—J. Bolgiano & Son.

Owing to the very light crop of red clover, alsike and alfalfa seed in Canada and the United States and its low average quality, it is exceedingly difficult for seed merchants to secure sufficient good Canadian and United States grown seed to meet their requirements. Canadian grown alsike and clover seed that will grade No. 1 is extremely scarce, while No. 1 Canadian alfalfa seed is almost non-existent and there is very little of the lower grades available. American grown Mammoth clover seed that will grade No. 1 is practically impossible to obtain in quantity and the supply of No. 2 is extremely limited. The fact that there is such a small amount of Canadian and United States grown clover seed has produced some unusual features of the trade that farmers and retail dealers would do well to consider. During the last few years the demand for No. 1 seed has greatly increased, and now, when locally grown supplies cannot be had, the wholesale seedsmen are forced to depend largely on foreign seed for their No. 1 stocks. Red clover seed is being brought in from Chili and Europe to make up the No. 1 grade.—Geo. H. Clark, seed commissioner, Ottawa, Ont.

In November a conference was held with representatives of the wholesale seed trade at which samples were prepared and agreed upon to represent the minimum standard of general quality, apart from weed seed content, that would be recognized in official grading for Nos. 1 and 2 timothy, red clover, alsike and alfalfa seed during the season of 1912-13. On the whole the standards are somewhat lower than last season, with more spread between No. 1 and No. 2. The grade No. 1 American standard for timothy seed, which was recognized last season owing to the unusual circumstances, has been eliminated and the standard for No. 1 lowered to allow a larger proportion of hulled seed than last year; while grade No. 2 has been raised to prevent too wide a spread. With the clovers the standards for No. 1 are nearly as high as last season, but the No. 2 standards are considerably lower, especially for red clover. Samples of the standard grades have been distributed to the leading seed merchants.—Geo. H. Clark, seed commissioner, Ottawa, Ont.

Dealer Liable for Implied Warranty of Seed.

A judgment for \$3,900 for breach of warranty of seed was recently affirmed by the Court of Civil Appeals of Texas in the suit of J. W. Ray against the American Warehouse Co.

S. P. Flemming, agent of the American Warehouse Co., Galveston, Tex., sold a quantity of dwarf broom corn seed which he fraudulently represented to be pure. Accompanying the shipment to J. W. Ray at Berclair, Goliad County, Tex., was a written representation that the seed was good dwarf broom corn seed. Ray alleged the seed was mixed and claimed damages, and the judgment of the district court of Goliad County for \$3,900 in his favor was affirmed by the Court of Appeals, Judge Fly stating:

Measure of Damages.—The weight of authority seems to be that where seeds of a certain family are sold and represented to be of a certain variety of that family which would in their natural development produce crops of greater value than would seeds of the same family, which were delivered; that the purchaser can recover not alone the difference between the value of the seeds delivered and those contracted, but the difference between the value of the crops produced from the seed delivered and the value of the crops that would have been produced from the seed contracted. *Jones v. George*, 61 Tex. 345, 48 Am. Rep. 280; *Railway v. Hill*, 63 Tex. 381, 51 Am. Rep. 642; *Passinger v. Thorburn*, 34 N. Y. 634, 90 Am. Dec. 753; *Wolcott v. Mount*, 36 N. J. Law, 262, 13 Am. Rep. 438; *Van Wyck v. Allen*, 69 N. Y. 61, 25 Am. Rep. 136; *White v. Miller*, 71 N. Y. 118, 27 Am. Rep. 13; *Id.* 78 N. Y. 393, 34 Am. Rep. 544.

The rule would obtain whether the warranty was express or implied. "A dealer who sells an article, describing it by the name of an article of commerce, the identity of which is not known to the purchaser, must understand that the latter relies upon the description as a representation by the seller that it is the thing described, and this constitutes a warranty." *White v. Miller* cited.

Trade Custom Excluded.—The testimony of Gerlach and Robinson as to the custom and usage in regard to implied warranty of seed sold was properly excluded. The law implied a warranty from the representation of appellant that the seed were of a certain kind, and that implication could not be set aside by testimony of a custom and usage of trade which was not known to buyers.

It would present a singular proposition of law if a dealer in seeds should contract to deliver cabbage seed and should actually deliver radish or turnip seed, and then escape liability on his implied warranty by proof that dealers in seed had adopted a rule or custom not to be bound by any implied warranty. Such a custom would be in contravention of law and justice, and would be null and void. *Dwyer v. Railway*,

69 Tex. 710, 7 S. W. 504. No effort was made to show that appellee had any knowledge of such custom, or contracted with it in view.—150 S. W. Rep. 763.

Enforcement of Seed Importation Act.

The seed importation act of Aug. 24, 1912, has been issued under date Jan. 18 by the U. S. Dept. of Agriculture as Circular No. 42, with an appendix containing the rules and regulations for the enforcement of the act approved Dec. 18 and taking effect Feb. 24, 1913. The regulations follow:

DEFINITIONS.—The term "clover" shall include: Alsike clover, crimson clover, red clover, white clover. The term "dodder" shall include all species of *Cuscuta*. The term "millet" shall include: Hungarian or German millet, broom-corn millet. The term "rape" shall include the forms of *Brassica napus*, winter rape, commonly grown as forage, but shall not include the forms of *Brassica napus*, summer rape or bird rape, commonly grown for its seed. The term "sorghum" shall include the saccharine varieties of *Holcus sorghum* (*Sorghum vulgare*). The term "Kafir corn" shall include the non-saccharine or grain varieties of *Holcus sorghum* (*Sorghum vulgare*), exclusive of broom corn.

WEEDS.—The following plants shall be considered weeds: Indian mallow, yarrow, quack-grass, corn cockle, garlic, wild onion, chickweed, amaranth, ragweed, pimpernel, Mayweed, kidney vetch, saltbush, wild oats, hoary alyssum, mustard, chess, shepherd's-purse, false flax, winter cress, thistle, sedge, star thistle, corn flower, mouse-ear chickweed, yellow foxtail, pigeon grass, green foxtail, lamb's-quarters, oxeye daisy, chicory, hare's-ear mustard, bindweed, dodder, Jimson weed, wild carrot barnyard grass, blueweed, stink-grass, alfalfa, rocquette, treacle mustard, rat's-tail fescue, bedstraw, crane's-bill, gumweed, sunflower, bladder ketmia, hawkweed, Johnson grass, cat's-ear, morning-glory, marsh elder, rush, stickseed, both var., fall dandelion, motherwort, peppergrass, butter-and-eggs, toad flax, corn groom-well, darnel, bird's-foot trefoil, campion, tarweed, scentless camomile, spotted bur clover, toothed bur clover, yellow trefoil, sweet clover, *Molinia coerulea*, catnip, ball mustard, velvet grass, evening primrose, ox-tongue, buck-horn, plantain, knotweed, bindweed, smartweed, lady's thumb, purslane, five-finger, heal-all, buttercup, wild radish, wild rose, brown-eyed Susan, dock, sorrel, Russian thistle, burnet, field madder, catchfly, tumbling mustard, nightshade, sow thistle, spurry, crab-grass, dandelion, Frenchweed, goat's-beard, wild clover, except *T. hybridum*, *T. incarnatum*, *T. pratense*, and *T. repens*, cow cockle, corn salad, verberna, vetch.

EXAMINATION OF SEEDS—DELIVERY IN BOND.—Seeds offered for importation into the United States from any foreign country, of which samples are taken for examination by the Secretary of Agriculture, shall be admitted only after the samples have been examined and pronounced to be neither adulterated nor unfit for seeding purposes within the meaning of the seed importation act, August 24, 1912: Provided, however, that such seeds may be delivered to the consignee pending examination and decision of the Secretary of Agriculture, on the execution of a

bond for the return of the seeds to customs custody.

RECLEANING.—If it appears from the examination of samples by the Sec'y of Agriculture that any seeds offered for import are adulterated or are unfit for seeding purposes within the meaning of the seed importation act, August 24, 1912, such seeds shall be admitted into the United States after having been cleaned under bond, when samples of the cleaned seeds have been examined by the Secretary of Agriculture and pronounced to be free from adulteration and not unfit for seeding purposes within the meaning of the seed importation act, August 24, 1912: Provided, that all screenings and other refuse removed in the process of cleaning shall be exported or ground or otherwise treated so as to render the seeds contained therein incapable of germination before the bond conditioned upon the cleaning is canceled.

APPEAL TO THE SECRETARY of Agriculture and Remuneration.—All applications for relief from decisions arising under these regulations should be addressed to the Secretary of Agriculture, and all vouchers or accounts for remuneration for samples shall be filed with the chief of the Seed Laboratory, who shall forward the same with his recommendation, to the Secretary of Agriculture for action.

The seed importation act was published in full in the Grain Dealers Journal Sept. 25, 1912, page 457.

Substitute Transit Rule.

Thus far the outcome of the milling-in-transit hearing before the Interstate Commerce Commission at Washington has been the suggestion of a substitute ruling for the questioned 76-A. In general conference Jan. 28, the respective interests, carriers, shippers and millers alike, agreed, with one or two exceptions, on the substitute as proposed. The substitute ruling follows:

Under adequate rules and regulations for the prevention of illegal practices, a shipment may be stopped in transit for inspection, weighing, mixing, matching, blending, reconsigning, sacking, shelling, malting, drying, cleaning, clipping, milling, repacking, storing, sorting, compressing, concentrating, refining, dyeing, bleaching, fabricating, or other treatment, and forwarded under the application of the through rate from original point of shipment.

The identity of the commodity need not be preserved, but at the transit point the transit commodity and like commodities may be blended, mixed, milled, manufactured, compressed, concentrated or otherwise treated as above, and an equal weight of the blended, mixed, milled, manufactured, compressed, concentrated or treated commodity, or any product thereof, less the loss in shrinkage, manufacture or treatment, may be forwarded from such transit point on freight bill for any like inbound commodity, under the application of the thru rate from original point of shipment.

It is not lawful to substitute at the transit point any commodity of a different kind from that which has moved into such transit point under a transit rate or rule; that is to say, oats or the products of oats may not be substituted for corn; corn or the products of corn for wheat, nor wheat or the products of wheat for barley, nor may shingles be substituted for lumber, nor lumber for shingles, etc.

FLAX FIBER protective tariff should be upheld if farmers of the Northwest expect that industry to assume large proportions, according to Prof. Bolley, dean of the North Dakota Agricultural College. Under the present schedule imported fibre may be bot in United States for about 5c a pound whereas it costs the American farmer about 6 cts. to produce a pound.

Feedstuffs

A bill before the Ohio Legislature may force dealers to sell coal and feeds by weight instead of measure, unless agreed to the contrary.

Somers & Co., San Francisco, Cal., have registered as a trademark descriptive of stock food the title "Blue Rib-bon," under serial number 65,313.

Receipts at Cincinnati for January included 7,405 tons bran. Shipments for the month were 4,804 tons.—Wm. Culkins, Supt. Chamber of Commerce.

The Camp-Jackson Mercantile Co., of Fabens, Tex., will build an alfalfa mill, and plant a large acreage in alfalfa, as soon as the irrigation project of that neighborhood is completed.

Peoria received 6,010 tons of feed and shipped 8,676 tons during January; compared with 5,119 tons received and 9,575 tons shipped during January, 1912.—John R. Lofgren, sec'y Board of Trade.

Baltimore received 713 tons of feed and shipped 49 tons during January; compared with 291 tons received and 49 tons shipped during January, 1912.—James B. Hessong, sec'y Chamber of Commerce.

Receipts of bran at Kansas City for January were 1,220 tons; compared with 400 tons received during January, 1912. Shipments were 2,300 tons bran; compared with 4,660 tons shipped during January, 1912.

The American Hominy Co., of Indianapolis, Ind., has registered as a title descriptive of a cattle food of corn offal from hominy mills the word "Siou," bearing the head of an Indian above the type, under serial number 66,874.

The brokerage charge on mill feeds, cotton seed meal, gluten feeds and kafir corn in Buffalo has been set by the Corn Exchange at \$5 per car, and for receiving, accounting, and disposing of kafir corn, two cents per hundred weight.

A bill has been introduced into the state legislature of Minnesota to regulate the sale of stock and poultry feeds. The measure provides that all concentrated feeds must be labelled as to ingredients and nutritive value. A tax of ten cents per ton is also proposed for non-proprietary feed and a registration fee for all proprietary feeds.

A. J. Rowland, of Rock Island, Ill., representing W. P. Anderson & Co., Chicago, on his return from a trip to Colorado says: There has never been so much feed on hand and so few cattle in the western part of Kansas and eastern Colorado. The last year a great many of the milch cows died, making the shortage great, and the demand for feed small, which I consider a very bearish feature on the present market.

Feedstuffs legislation in the state of Kansas is causing much discussion in that state, as the present law has been rendered practically invalid by a Supreme Court decision that the state could not collect a tax on shipments into the state. Millers of Kansas have voiced their objections in a recent meeting to the classification of feeds. Otto Weiss of Wichita, a prominent miller, declared that commodities on which a revenue tax is placed should not be in the same class

as feed, for they were not for necessary consumption. Mr. Weiss also objected to the system of obtaining revenue to carry on work of the feedstuffs departments of the state. At a recent meeting of the Southern Kansas Millers Club a resolution was adopted asking that an appropriation be made which would be sufficient to cover the operative expenses of the state feedstuffs department.

A bill has been introduced by Senator Owen of Oklahoma to prevent the interstate transportation of adulterated concentrated commercial feeding material for domestic animals and poultry, and to provide a penalty. The new measure is practically the same as the uniform feed law of the Ass'n of Feed Control Officials of the United States. The bill provides a fine of \$1,000 and a jail sentence on conviction. It is not expected to pass at this short session of Congress.

BARLEY RELEASED BY GOVERNMENT.

Judge Landis at Chicago Feb. 3 entered an order permitting the Merchants Elevator Co. and the Van Dusen-Harrington Co., of Minneapolis, Minn., to screen the barley seized by the Department of Agriculture and alleged to have been adulterated. This will prevent loss pending prosecution.

S. L. Wollard of St. Paul, Minn., a federal inspector employed by the government to enforce the pure food and drugs act, after watching the loading of the cars at Minneapolis, made the charges and ordered the cars seized. Sixteen cars were seized at Chicago and ten at Minneapolis, making 26 in all.

The government inspector alleges that buckweed and weed seeds had been added to the barley. The grain had been passed by the official examiner of the Minneapolis Chamber of Commerce, Kinsey Maxfield.

It is not known whether the government will endeavor to procure a conviction on the ground that the invoice called for "feed barley," which is an established grade, while "screenings mixed barley" was loaded; or whether its allegation will be that the chaff and refuse in the barley did not grow with the grain in the field.

C. F. Ewe of the Van Dusen-Harrington Co., H. D. McCord of the T. M. McCord Co., and J. M. Jenks of Nye, Jenks & Co., called upon Sec'y James Wilson at Washington following the seizures. On his return to Minneapolis Feb. 3 Mr. Ewe said:

"Mr. Wilson assured us that the government would not stop further shipments of barley handled from the farm to the exporter with the dirt in the shipments that it contained therein when the grain comes off the farm."

The government will begin a thorough investigation, Mr. Wilson told him, to find a way, if possible, for the more satisfactory handling of these shipments. Meanwhile, it has been ruled that screenings must not be mixed with barley.

"The fact that barley is a land cleaning crop, and that it comes to market full of weed seeds and other foreign matter, and that there is a big European demand for this low grade barley, at cheap prices, for stock food, are factors in the case."

"It would be possible for Minneapolis elevators to take the extremely dirty barley and clean out of it sufficient of the foreign matter to make it come within department ruling, and this will prob-

ably be done, but the difficulty is that the foreign buyers want low-priced barley and do not in the least object to the foreign matter in it, but search rather for the low-grade stuff."

CROP IMPROVEMENT.

Dade County, Mo., recently organized for farm bureau work. Funds have been subscribed to employ an expert agriculturist.

A conference has been called Feb. 15 at Aberdeen, S. D., so that plans for organization of that state for crop improvement may move forward.

The soil improvement project is interesting representative farmers of Champaign County, Ill. A special corn club has been organized in Brown township.

The Crop Improvement Com'te has perfected the seed list of Ohio, Iowa, and Minnesota and has submitted them to the state agronomists for their approval.

Indiana, for the fifth time, has taken the grand sweepstakes trophy cup at the National Corn Show, recently held at Columbia, S. C. Chas. Short of Greensburg, Ind., won the trophy for the best ten ears of corn exhibited.

Pleas for state organization will be made at the meeting of the Pure Seed Ass'n of Idaho, to be in session in Idaho Falls Feb. 21, 22. The plans for state organization will be given, showing the use of Farm Buros as the basis.

The Kansas City Grain Club entertained the Bankers Club and the Hoof and Horn Club of that city on Feb. 5, at which time Sec'y Ball of the Crop Improvement Com'te presented his plan for the organization of the adjoining counties near Kansas City.

Sec'y Ball has been invited to address the Kansas Grain Dealers Ass'n at Kansas City on Feb. 11. At that time preparation will be made to form the Kansas Experiment Ass'n on a similar plan like that used in Wisconsin, with county organization as the basis.

A special meeting will be held at Grand Forks, North Dakota, Feb. 18. Officials of the State Agricultural College will assist in the amalgamation of the county organizations into the state federation. The meeting will be held under the auspices of the Grand Forks Commercial Club and delegates from all sections of the state are expected.

The "Mid Winter Round Up" of the West Central Minnesota Development Ass'n will be held Feb. 13 and 14. The president, F. W. Murphy, has drawn up incorporation papers for each county to use as it is organized and the respective counties may not become members of the state federation until they are incorporated under the state laws. Twenty counties are in the process of organization.

The Commercial Club of Omaha, Neb., recently entertained at what they termed a "Public Affairs Luncheon" all the leading interests of the city, who might be assisted by crop improvement, and the guests heard Sec'y Ball's lecture on county organization. The organization of Nebraska will be attempted by this body, and their intention is to employ a field secretary, to start the work, then perfect the federation of the organized counties. The work is in charge of M. C. Peters, chairman of the Grain and Agriculture Com'te of the Omaha Commercial Club.

A meeting in Burlington, Ia., is set for Feb. 12, at which time counties under process of organization will be permanently established, and an attempt made to perfect the organization of a state wide federation under the same plan as that of Wisconsin and Kansas, merging the Iowa Corn Ass'n and the Iowa Small Grain Breeders Ass'n into the larger body. The state federation will hold an annual exhibit at Ames. Professor Burdick of Ontario will take up the organizing and development as secretary. Under his care the purposes of the federation, in regard inspection of grain and the improvement of production of purer varieties of grain.

The Page vocational education bill, authorizing maximum appropriations of over \$14,000,000 for agricultural and trade educational work passed the Senate Jan. 29, by a vote of 31 to 30. The effect of this bill would be to carry the study of agriculture into the homes of the American farmer. It is feared that due to the rush of work attending the close of the session of congress that the agricultural measure may not pass the House. At any rate the bill should be amended to take away the paternalistic provision and to add clauses that will compel local communities to show interest in education before receiving national aid.

Dr. H. J. Waters, president of the Kansas State Agricultural College, was the guest of honor at a luncheon given by the Crop Improvement Com'tee of the Council of Grain Exchanges at Chicago Jan. 29. J. C. Murray, chairman, presided, and among those present were J. C. F. Merrill, president of the Council of Exchanges. Edward Andrew, president of the Chicago Board of Trade; Professor H. L. Bolley of the North Dakota Agricultural College; C. W. Boynton of the Universal Portland Cement Co.; Robt. W. Leatherby of the Crane Co., and A. L. Craig, gen. pass. agent of the Chicago Great Western. Dr. Waters is a broad-minded man, and an educator of great ability. At the annual banquet of the Kansas Society in the evening of the same day Dr. Waters received the indorsement of the Society for Sec'y of Agriculture to succeed James Wilson.

OKLAHOMA PEANUT ELEVATOR.

Favored by a soil and temperatures adapted to a variety of crops, Oklahoma farmers have devoted too many acres to those two kings of agriculture, corn and cotton, as they have learned to their loss in dry seasons. In years of drouth farmers growing kafir corn or peanuts have been conspicuous by their prosperity, and an increasing acreage is likely to be devoted to these crops, largely thru the promotion of the Rock Island System.

The experience of J. W. Adams, whose farm is northeast of Comanche, Okla., is a fair example. In 1911 Mr. Adams had 10 acres in peanuts which averaged 40 bus. an acre, while his corn gave absolutely no returns, withering in the field under the hot winds. In 1912 Mr. Adams grew 450 bus. of nuts on 15 acres, giving him about \$325 in cash and all the feed he needed. "Peanuts bring lots better money than cotton as a cash crop," he said, "and I have the hay in addition."

After the nuts are removed the vines make a superior feed for horses, mules, cattle or sheep. The Spanish peanut may be grown in the northern states very successfully as a farm feed, as it will mature in 90 to 100 days, tho not so rich as in the south, and will be high in protein and fat, making an excellent balanced ration.

E. B. Wolfe, manager of the Comanche Grain & Elevator Co., Comanche, Okla., was among the first to realize that his part of the country was not a grain section, and after satisfying himself that peanuts would grow to perfection he began to induce the farmers 2½ years ago to grow Spanish peanuts. When the crop tributary to his station became of commercial importance he had to exercise his ingenuity and inventive ability to devise methods and machinery for handling the nuts with economy.

The first peanut elevator in Oklahoma was erected by Mr. Wolfe at Comanche and is shown in the engraving. A separate dump was put in to receive the nuts as they come in loose from the thresher. The nuts are carried like wheat or oats by the peanut elevator leg to any of the eight bins in the elevator. As needed the nuts are drawn out, elevated by another leg to a grader; passing to two separate hullers, then by 9-inch

conveyor to the cleaner which separates the hulls, blows the dust out of the building, collects the dirt, sorts the quarters of nuts and pieces of vines in one lot, the half nuts to another and the whole nuts to another.

The whole nuts then pass over to a picking table where 10 girls re-pick them of any foreign matter or imperfect nuts. From the picking table the nuts go into sacks holding 120 lbs. and are ready for market, the whole ones as choice No. 1 Spanish shelled peanuts and the halves as No. 2 nuts. The cleaning and sacking room is 40x60 ft., storage room 30x30, and another room 20x30 ft. The capacity is 2 carloads every 24 hours, and the huller can handle the crop of a large district.

Mr. Wolfe found it difficult to get machinery to handle the peanut and had it made and after having the machines rebuilt three or four times, succeeded in getting the required results. The nuts grown here were larger than would pass the standard size mesh and Mr. Wolfe was obliged to have larger holes punched to accommodate the fat nuts grown in Stephens County. His elevator can shell snapped corn, make cornmeal, shell and grade peanuts and have all moving in the elevators at the same time while loading two cars, one with peanuts and the other with shell corn.

While the Spanish peanut grown at Comanche is especially adapted by the excellence of its flavor to be used as human food and in candy, this year probably the entire output of the Comanche Grain & Elevator Co. will be sold for seed, Mr. Wolfe having about 12,000 bus. of selected seed on hand. Shipments are now being made to Iowa, Kansas and Colorado.

The hulls are wasted, but Mr. Wolfe is experimenting with them for feed, and will try them with cotton seed hulls and cotton seed meal. Mr. Wolfe finds that growers are likely to market their nuts before fully cured. He advocates curing 6 weeks before threshing, and storage two to four weeks in sacks loosely, after threshing, and hauling to market about Dec. 1.

Exports of Feedstuffs.

Oil cake exported during 1912 included 71,716,760 lbs. corn oil cake, 705,023,110 lbs. linseed oil cake, and 1,198,152,713 lbs. cottonseed oil cake; compared with 80,992,203 lbs. corn oil cake, 1,031,485,595 lbs. cotton seed oil cake, and 526,059,127 lbs. linseed oil cake for 1911.

Bran, middlings and mill feed exported during 1912 amounted to 83,943 tons; compared with 107,982 tons during 1911.

Exports of dried grain and malt sprouts during the twelve months amounted to 71,834 tons; compared with 77,659 tons during 1911. We exported rice, rice bran, and polish to the amount of 5,779,236 lbs. during the twelve months of 1912; compared with 36,462,472 lbs. for 1911, as reported by O. P. Austin, Chief of the Bureau of Statistics.

Books Received

THE RED BOOK of statistical information relating to grain seeds, provisions and other speculative commodities, giving the daily high and low prices of all commodities dealt in for future delivery in the Chicago market for the past year, together with statistics covering crops, imports, exports, etc., making a valuable reference book for dealers in grain, has just been issued, as a 13x9 pamphlet of 54 pages, by Howard, Bartels & Co., Chicago.



Peanut Elevator of Comanche Grain & Elevator Co., of Comanche, Okla.

Grain Carriers

The D. M. & N. has ordered 1,000 new freight cars.

The Atlantic Coast Line intends to buy 1,000 freight cars.

The Norfolk and Western is reported to have bot 2,000 freight cars.

The Pennsylvania System has requested bids on 12,300 freight cars of various descriptions.

The C. I. & L. Ry. will buy 2,000 freight cars. It is said that the company has already purchased 1,250 cars.

The Interstate Commerce Commission has set Feb. 11 as the date for hearing railroad interests on the bill for physical valuation of railroads.

Steamship liability for losses at sea due to carelessness, negligence, and faults of navigation will be enlarged under a bill introduced by Senator Nelson. Under the new measure lake and coastwise steamers are exempt.

Grain doors cost the Toledo, Peoria & Western during the last fiscal year \$17,943.87, which does not include the cost of grain lost in transit. After two trips of the car, as a grain car it is usually necessary to equip the car with new grain doors.

A reduction of thru rates on grain, not exceeding sum of locals in and out of Winnipeg, to Port Arthur, is being considered by the Dominion Transportation Commission, which has asked the Canadian Pacific to show cause why such reduction should not be made.

Every elevator on the C. M. & St. P. Ry. between Sanborn and Mason City, Ia., is full of grain and obliged to turn away thousands of bushels on account of a car shortage. A trainload of shelled corn could be made up at every station on the middle division if notice were given that the cars were available.

Owing to the congested condition of the elevators at Port Arthur the Canadian Northern has placed an embargo on all grain shipments for a period of a month. This will cause the shipment of the grain east by an all rail route as practically all of the houses are full and can store but little Canadian grain.

The Enns Milling Co., of Inman, Kan., has recently filed a complaint with the Interstate Commerce Commission objecting to the freight tariff between Inman and points in Missouri, on the St. L. & S. F. Ry. The complainants allege that there are no thru rates quoted and that the sum total of the rates as charged are unjust and create a discrimination against Inman.

The Chicago Board of Trade complained of increased rates which carriers of South Dakota, Minnesota and Northwestern Iowa projected, and the Interstate Commerce Commission granted a suspension of those rates on Feb. 4. These rates were from points on several railways to Chicago and Milwaukee, and meant an increase of from $\frac{1}{2}$ c to 4c per 100 lbs.

The transit conference which is being conducted in Washington at present represents all sections of the country, except New England, as representatives of nearly 20 railroads, bureau heads, and transit agents are endeavoring to fix some feasible solution of the question. Those

present favor a new transit ruling that will not contain the word "substitution" as heretofore incorporated.

Points on the Canadian Pacific are seriously affected by a congestion of grain cars. Receipts at Cartier are 80 cars a day, and shipments are only 40 per day.

Alleged discrepancies in weighing of freight, especially of grain, will be investigated by the Interstate Commerce Commission in Chicago, Feb. 26. The hearing will be conducted by C. A. Prouty.

The M. St. P. & S. S. M. Ry. has decided to construct about 725 miles of road thru Montana, to connect with the Canadian Pacific near the extreme edge of the Montana-Idaho border. The company will soon build branch lines from Plaza, N. D., to the Missouri river, and an extension of the Ambrose line, into Montana, a distance of about eighty miles.

A recommendation that the government provide terminal facilities for the handling of package freight at ports on the great lakes was presented to the House merchant marine committee recently by Julius H. Barnes, grain exporter of Duluth, Minn. Railways hold the controlling interest in the ship lines on the great lakes, and are able to fix the freight rates on such freight at whatsoever they wish.

Minimum weights are quoted by the C. & N. W. in GFD 7170-C, effective Feb. 25, on wheat, rye, corn and barley as follows: When capacity of car is not marked, 24,000 lbs.; on 40,000 marked capacity, 34,000 lbs.; on 50,000, 44,000; on 60,000, 54,000; on 70,000, 64,500; on 80,000, 75,000; on 100,000, 95,000. Weights on oats as follows: When capacity of car is not marked, 24,000 lbs.; on 40,000, 30,000; on 50,000, 40,000; on 60,000, 45,000; on 70,000, 46,500; on 80,000, 48,000; on 100,000, 60,000 lbs.

A brief showing that transit, with its attributes of loss of identity and substitution is not merely lawful, but an enforceable right conducive to the welfare and prosperity of the general public, the carrier and the shipper, has been submitted to the Interstate Commerce Commission in the matter of substitution of tonnage at transit points, by Francis B. James and E. E. Williamson, commerce counsel, who are preparing a separate brief of the specific requirements of those who mill grain in transit.

North Dakota will lead in 1913 for railroad construction. Among the work projected is the Soo extension from Plaza to Montana, nearly 100 miles in length; also the extension from Ambrose, N. D. to Plentywood, Mont. The Great Northern will have the greatest amount of mileage with the line from New Rockford to Lewiston, Mont. The Northern Pacific will build from Stanton, to join the Great Northern line in McKenzie County, which will reach a mileage of 90 miles. That road also plans the construction of about 150 miles track in the state. The Milwaukee Railroad and the Minneapolis & St. Louis also have projects for building roads in the state.

The Illinois Railroad & Warehouse Commission conducted a hearing on the uniform B/L at its offices in Chicago Feb. 5. Some shippers and several carriers were represented and argument was made for the adoption of some uniform rule. The commission passed on such a bill indirectly some time ago, but it

would be in direct contravention with state law. The Pomerene bill at present in Congress provides in a great measure for the general adoption of a uniform B/L, but it is not believed that there will be any direct action immediately. The Illinois Board has decided to withhold its conclusions until the Pomerene bill is acted on, but will render a tentative decision on Feb. 11.

Reparation to the extent of about \$1,200 has been demanded of the Missouri Pacific and the Omaha Bridge & Terminal Railway Co. by the Cavers Elevator Co., Omaha Elevator Co., Middle West Elevator Co., and the Trans-Mississippi Grain Co., all operating elevators at Omaha, alleging discrimination against the complainants by refusal to absorb certain switching charges.

Grain dealers of Indianapolis and vicinity should be accorded the use of proportional freight rates on which the milling in transit privileges have been granted at all points east of the Illinois line and north of the Ohio River, was the stand taken by the Interstate Commerce Commission in a hearing held Feb. 7. The objection of Louisville shippers to any change favoring Indiana points was not sustained. Rates were ordered readjusted by Apr. 1. The Commission held that it does not recognize the "right of a carrier to fix its rates to or from a given point on a higher level than they otherwise should be in order to prevent one community from competing with another or to keep the products of one community out of a territory the wants of which may be fully supplied by another community."

New principles of rate making were announced in the decision of the Interstate Commerce Commission Jan. 7 in the case of the Louisville & Nashville Railroad coal rates. Commissioner McChord said: Traffic moving during a given year should not be made to bear the entire cost of permanent improvements and betterments. Anything above the out-of-pocket cost of handling is a contribution to general expenses, and to that extent relieves rather than burdens other traffic. While cost is an important element in determining the reasonableness of freight rates, it is not controlling, and a reasonable maximum rate is not ipso facto only such a rate as pays a fixed distributive share of all operating expenses. So long as freight is classified this can not be, and the preservation of that classification calls for the exercise of "the flexible limit of judgment which belongs to the power to fix rates," 206 U. S., 26. The expense incurred in originating traffic is a necessary incident to transportation and a condition precedent to the profitable operation of the line as a whole. If a particular system of accounting does not assign to the originating branch a sufficient amount to offset its expenses, the fact that the branch then shows a loss is no justification for increasing the joint thru rate. The reasonableness of increased joint rates can not be proved by showing that the revenue accruing to the initial line under its divisions of the old rates was insufficient to cover the cost of handling the traffic.

BUCKET SHOP operators received heavy fines Feb. 7 on suits instigated by the Chicago Board of Trade, ending a three years' fight. L. and A. Cella, C. A. Tilles, and Samuel Adler, of St. Louis, were assessed \$10,000 each, Oscar J. Raphael, \$5,000, and William Fox, and Charles R. Alley, \$2,500 each.

IMPROVED DUST COLLECT- ing System.

An improvement in the design of grain elevator dust collecting systems has been invented. Wm. E. Allington, who has recently granted letters patent No. 1,048,477 on an application made nearly seven years ago.

The inventor says: "Heretofore it has been the practice in grain elevators to install a system for the collection of dust arising from the handling of grain, comprising a number of leads of piping extending to different areas of the building to be cleaned, to effect communication between such leads and a large trunk, of sufficient capacity as to handle the air and material from substantially all of the different leads, and to install a fan and dust collector of suitable capacity to handle the maximum quantity of air and material which may be supplied thru the trunk.

"Such systems have been found in practice to be open to numerous objections, the most obvious of which is the great size of the fan necessarily used and the large expenditure of power or force necessary to drive the fan. It is true in such a dust collecting installation, that while all of the leads are necessary to secure proper cleaning of the premises, the maximum load imposed upon the system under any normal condition is greatly less than the fan-capacity necessarily provided for such system, so that such a system is operated with great waste of power and lack of economy.

"Further I have found that such systems readily become clogged and useless, in greater or less degree, for there being open communication between all of the leads and the main trunk at all times, if any one lead starts to clog, the freer air supply from other leads causes the fan to draw harder from such free leads, and thereby reduce the exhausting effect in the choked lead where it is most needed, so that the clogging becomes aggra-

vated until it results in a practical disabling of that branch of the system, and in course of time the whole system is deleteriously affected so that the piping must be manually cleaned."

In the engraving herewith Fig. 1 shows the entire system; Fig. 2 the cable connection with a movable trunk; Fig. 3, enlarged detail of valve; Fig. 4, enlarged detail of valve; Fig. 5, an elevation of the parts in section.

In operation, under normal conditions the valve 30 standing in the position shown in Fig. 2, effects communication between the fan and the lead communicating with the first floor suction main and elevator boots, and the valve 21 stands in position to open communication of the elevator boots with the main.

Thus the fan normally draws air from the elevator boots thru the pipes 20, 13 and valve 30 in the grain trap, and discharges the dust-laden air free from grain, thru the delivery pipe 50 to the dust collector 51. It will be understood that the fan and delivery pipe are properly proportioned for this service, but are not of size large enough to handle the material and air from all of the main leads at once. If now it is desired to clean up the first floor, the floor is swept and the material gathered in piles in front of the sweeps 12, the valves 21 of the various branch pipes moved to position to close communication of pipes 20 with the pipe 11 and open communication between the sweeps 12 and the upper parts of the pipes 11, so that the air, after entering at the sweeps, passes the grain trap 27 and the fan 25, and is delivered thru the delivery pipe 50 to dust collector 51 for the separation of the dust and free delivery of the air in the usual manner.

In cleaning up the building it is customary to have a cleaning crew who go thru the building systematically, proceeding from floor to floor, so that it is unnecessary to have suction applied to the

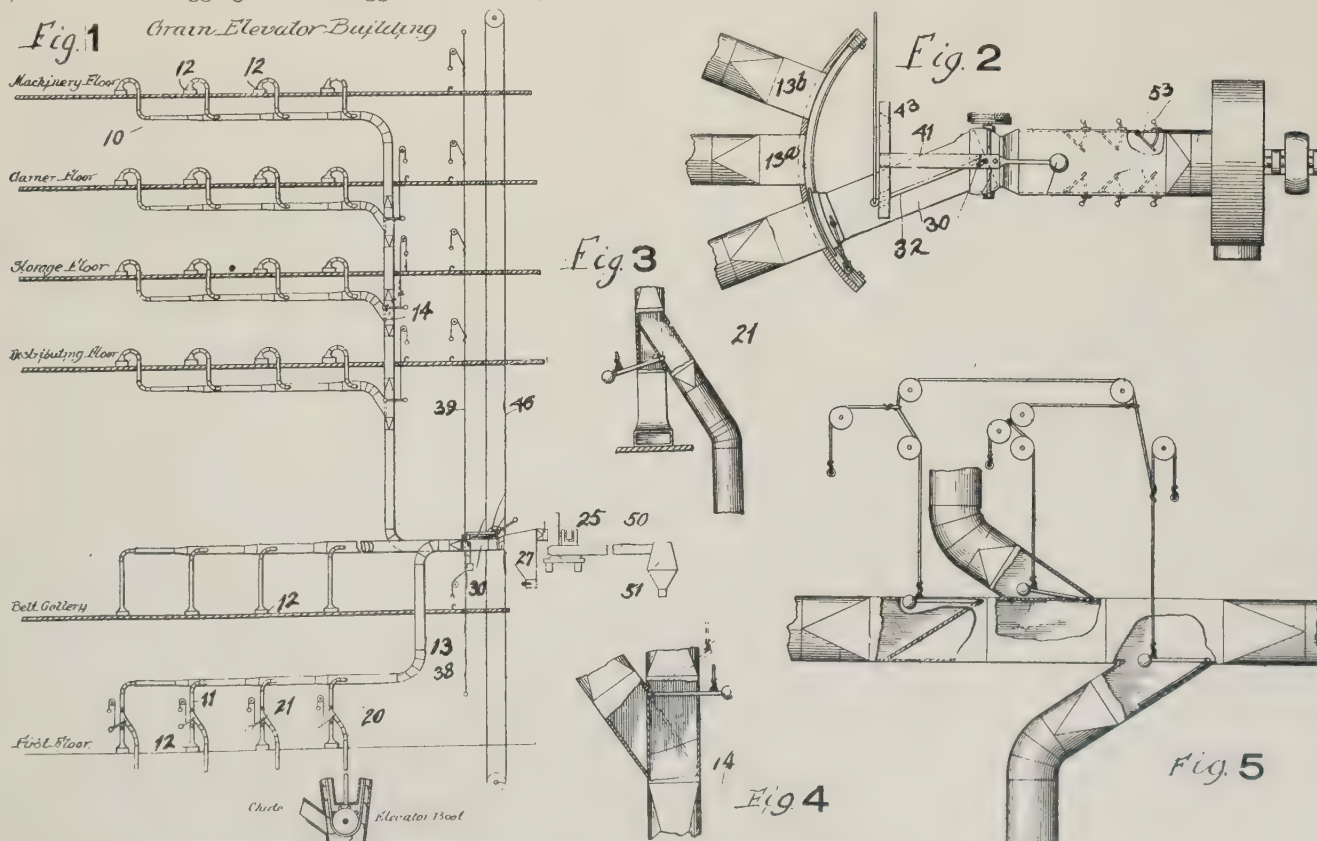
pipe 10 of more than one floor at a time. Assuming that the cupola is to be cleaned, the crew, starting with the floor desired to be first cleaned, say the top floor, operate the cable 46 to raise the locking-member 41, releasing the lever 32 for operation, then operate the cable 39 to cause the lever 32 to throw the valve member 30 into communication with the lead 13^b, and release the lock-controlling rope 46 to permit the lock to return to position, so that its appropriate notch 43, engages the lever 32, and holds the valve in its adjusted position.

Suction is thereby created thru the leads 13^b and the upper, normally-open suction main 10, to the sweeps 12 on the machinery floor of the cupola, and after said machinery floor is cleaned the crew may proceed downward through the several floors below, at each floor to be cleaned throwing the valve 14 to open communication between the suction pipe for that floor and the risers 13^b, and at the same time to close off the normally-open lead to the upper floor.

All the floors of the cupola having been cleaned the locking device is released and the valve allowed to automatically return to normal position. When the belt gallery is to be cleaned the same operation follows, save that the operating cable 38 is moved only to draw the valve 30 to mid position to communicate with the lead 13^a.

The action of the fan is at all times localized to create suction to some one lead thereby preventing the clogging.

The grain trap shown also acts with great efficiency to prevent heavy dust from being deposited with the grain. The grain in transit thru the trap drops in a curve into the pocket and tends to carry with it heavy dust particles, but the deflectors 53 laterally restricting the direct air path from inlet to outlet, force the air to sweep downward through the grain path, thereby freeing the grain from dust as it is falling into the trap.



Improved Dust Collecting System.

Grain Trade News

ARKANSAS.

Cabot, Ark.—The Beebe Grain Co. has been moved from that station to this and will be operated as the Sanitary Grocer Co.—W. C. Hanna, mgr.

CALIFORNIA.

Lordsburg, Cal.—H. C. Fisher has bot the grain and feed business of Nelson & Hannawalt.

Hemet, Cal.—The Hemet Grain Co. has succeeded W. S. and P. S. Rather, the latter having withdrawn from the partnership. The capital stock of the new company is given as \$25,000.

San Francisco received 12,776 tons of wheat, 13,390 tons of barley, 2,059 tons of oats, 636 tons of corn and 36,380 sacks of beans during January; compared with 13,216 tons of wheat, 10,493 tons of barley, 4,187 tons of oats, 285 tons of corn and 33,268 sacks of beans received during January, 1912.—Henry C. Bunker, chief inspector Chamber of Commerce.

CANADA.

Port Arthur, Ont.—The new drying plant of the Thunder Bay Elvtr. Co. has been completed.

West St. John, N. B.—The Can. Pac. Ry. Co. will build an elvtr. at this point, according to report.

Ardath, Sask.—Allan J. Hunter, formerly agt. at Orleans, Minn., is now agt. for the Saskatchewan Co-operative Elvtr. Co., at this station.

Calgary, Alta.—The Grain Exchange will not build a new home this spring as planned, having decided to occupy its present quarters at least until the lease on them expires.

Calgary, Alta.—The Can. Pac. Ry. Co. will build terminal elvtrs. at Edmonton, Saskatoon and in this city, work to be started as soon as possible. Other terminal houses will be put up by the railroad at points to be selected later.

Calgary, Alta.—The Dominion Stores Co., Ltd., is being organized by W. J. Kerr, to build and operate an elvtr., mill and a chain of stores, in each of the larger cities in Western Canada. The present plans place the capital stock at \$1,000,000.

Montreal, Que.—The annual meeting of the Corn Exchange Ass'n was held Jan. 29, and the following officers were elected: A. G. Burton, pres.; D. Plewes, treas., and J. Carruthers, E. S. Jaques, E. Judge, A. McFee, H. W. Raphael and N. Wight, board of reviews.

Winnipeg, Man.—The smoking room of the Grain Exchange will be used as a grain sampling dept., according to the present plans of the exchange, so that the members may become familiar with the workings of a sample market, before the government sample market is established.

Sedgewick, Can.—Guy N. Foster, mgr. for the Alberta Pacific Grain Co., was found dead beside the railroad tracks here and investigation showed that his neck was broken. It is thot that he attempted to climb over or between the cars of a freight train standing at the station, and that the sudden starting of the train threw him to the ground. Mr. Foster, altho only 34 years old, was a thoro grain man, having started in the business with his uncle, A. L. Foster, at Souris, N. D., in 1904 and later continuing the business in Lethbridge and Killman, Alta. He came to this station last November and is survived by a bride of 5 months.

IDAHO.

Idaho Falls, Ida.—I have succeeded T. I. Hubbell as mgr. for the Western Mig. & Elvtr. Co. Mr. Hubbell died at Fort Worth, Tex., Nov. 27.—J. F. Markham.

Nampa, Ida.—We built a 60,000-bu. elvtr. during the summer and anticipate a fair business next year; have good prospects.—Fay Malone, mgr. Nampa Flour & Feed Co.

Pocatello, Ida.—The Idaho Grain Co., Messrs. Bennion, Keith and Green, proprietors, has been made defendant in a suit brot by A. H. Price of McCammon, to recover the value of a shipment of wheat which he alleges he sold to the grain company last fall and for which he claims he received a worthless check.

ILLINOIS.

Altoona, Ill.—The Jackson Grain Co. is out of business.

Borton, Ill.—Henn & Beggs have succeeded Chas. Henn.

Homer, Ill.—J. M. Current & Son has succeeded J. M. Current.

Hunt, Ill.—A. N. Rutherfordman has succeeded Rutherfordman & Ervin.

Oquawka, Ill.—A. M. Thornton has succeeded Lemaire & Thornton.

Shabbona, Ill.—R. C. Flewellyn & Son has succeeded Flewellyn Bros.

Donnellson, Ill.—The Donnellson Elvtr. Co. has succeeded Dunn & Young.

Itasca, Ill.—The Itasca Lbr. & Feed Co. has succeeded Otto A. Franzen.

Nulkeytown, Ill.—The Nulkeytown Mill Co. has succeeded Lebster & Harrison.

Edinburg, Ill.—Roy Firey of Firey Bros. was married Jan. 21, to Miss Vallie Easley.

Meadows, Ill.—The Meadows Grain & Coal Co., incorporated; capital stock, \$12,100.

Tabor, Ill.—The Farmers Grain Co. has bot an acre of land from Wm. Kurtz for \$600.

Green Valley, Ill.—The Farmers Grain & Coal Co. may build an elvtr. on the Northwestern.

Nevada, Ill.—The west Elvtr. of the Alton Grain Co. was slightly damaged Feb. 3, by fire.

Pinckneyville, Ill.—The Southern Illinois Mill & Elvtr. Co. has bot out the Pinckneyville Mig. Co.

Peotone, Ill.—We are putting in a new 15-h.p. electric motor in our elvtr.—Deininger & Wilson.

Champaign, Ill.—The Cleveland Grain Co. has just completed the installation of a drier in its elvtr.

Mansfield, Ill.—I will build 2 new coal sheds on cement foundations in the spring.—C. M. Dauberman.

Amboy, Ill.—The office of the elvtr. of C. A. Fenstermaker was entered recently by burglars who took \$50 in cash.

New Haven sta., Fleming p. o., Ill.—The Farmers Elvtr. & Supply Co. has succeeded the Farmers Elvtr. Co.

Odell, Ill.—We have just completed the installation of a 2,000-bu. Richardson Automatic scale.—Gulshen & Wolf.

Paxton, Ill.—C. H. Thrasher has sold his elvtr. to Indiana parties who will take possession Mar. 1.—A. D. Rockwell.

Odell, Ill.—We have recently installed a 7½ h. p. electric motor in our elvtr.—J. C. Tobey, mgr. Odell Grain & Coal Co.

Culton sta., Mendota p. o., Ill.—W. H. Marks will install a new engine in his elvtr.—Theo. C. Snodgrass, Mendota.

Princeton, Ill.—W. C. Brokaw has taken over the elvtrs. of J. M. Ennes at this point, Zearing, Clarion and Meriden.

Cornland, Ill.—Henry M. Day, for a number of years engaged in the grain trade at this station, died Jan. 28, at the age of 65.

Dwight, Ill.—We are putting a new 10 h. p. General Electric Motor in our elvtr.—Farmers Elvtr Co., B. Frank Gibbons, mgr.

Golden, Ill.—The Golden Elvtr. & Mill Co., incorporated; capital stock \$50,000; incorporators, H. S. and J. J. Emminga and Henry W. Geades.

La Crosse, Ill.—J. E. Smiddy of Colusa, has bot the elvtr. of the Burnside Elvtr. Co., formerly operated by L. Smiddy, who will remain in charge.

Springfield, Ill.—The Highway Improvement Convention, held here Jan. 31, was well attended and many interesting addresses were delivered.

Caton Farm sta., Minooka p. o., Ill.—Henry Harder, asst. mgr. for the Truby Grain Co., resigned Jan. 28, after 21 years in the grain trade at this station.

Decatur, Ill.—I am now corn buyer for the A. E. Staley Mfg. Co., having severed my connections with the F. P. Smith & Co., Jan. 1.—Bert Muthersbaugh.

East Sweetwater, no. p. o., Ill.—Farmers Co-operative Grain & Coal Co. incorporated; Capital stock \$7,000; incorporators T. H. Alkire, J. W. Terhune and F. W. Goff.

Graymont, Ill.—The insurance on the elvtrs. of the Farmers Elvtr. Co. burned Jan. 10, has been adjusted and the actual loss of the company will be about \$1,000.

La Moille, Ill.—The new 15,000-bu. elvtr. of the E. W. Houghton Lbr. Co. has been completed and will be put into operation as soon as the machinery can be installed.

Oakland, Ill.—The report that J. C. Westphal & Co. have succeeded J. C. Westphal as published in this column, Jan. 25, is incorrect. No firm of that name operates here.

Carthage, Ill.—Witt Bros. & Johnson, who were recently reported to have opened an office in this city, have no elvtr. and are said to be scoop shoveling at several stations.

De Kalb, Ill.—Martin Kennedy of Creston has bot the membership of Mr. Carter in the Chicago Board of trade and will act as local representative of Lamson Bros. & Co., Chicago.

"Siding 6" (Hubly's sta.) no. p. o., Ill.—An effort is being made to organize a farmers elvtr company at this station which is on the new line of the C. & N. W. Ry. south of Mason City.

Peoria, Ill.—Walter Burr Sanderson, reported to have owned the largest elvtr. in this city, died Jan. 29, in Chicago. Mr. Sanderson had gone there on a business trip and was suddenly stricken at the home of a friend. He was 64 years old.

Champaign, Ill.—Cars are scarce at places but the Ill. Cent. is furnishing larger cars for shipment to New Orleans. One dealer refused 25 of these cars because New Orleans is away below Memphis in price and is too long a haul.—I. H. French.

Peterstown sta., Mendota p. o., Ill.—The Farmers Elvtr. & Supply Co., located south of Mendota on a branch of the C. & M. & St. P. R. R., will build a 12,000-bu. elvtr. as soon as the weather permits. The company is now shipping grain. P. J. Happ is mgr.—Theo. C. Snodgrass.

Chestervale sta., Lincoln p. o., Ill.—Barney Wiebold, engineer at the elvtr. of the Spellman Grain Co., was seriously injured Jan. 30, when a heavy board fell from the top of the manlift shaft and struck him on the back of the head, fracturing the skull at the base of the brain.

Conlogue, R. D. to Paris, Ill.—Rudy & Co. of Paris are building a 30,000-bu. studed elvtr. The equipment includes a 32 h. p. Fairbanks Oil Engine, Western Shell-er, Cleaner and Manlift, 1,500-bu. Richardson Automatic Scale and 1 stand of elvtrs. The Reliance Const. Co. is doing the work.

Roberts, Ill.—The elvtrs. of the Farmers Elvtr. Co. and Hammond & Murray are both completed and are taking in grain.

Graymont, Ill.—The Farmers Elvtr. Co. here has let a contract to Geo. Sathoff for a 70,000-bu. iron-clad elvtr. on concrete foundation. The house will be operated by oil power and will replace the elvtrs. burned Jan. 10.

Springfield, Ill.—The Illinois Compensation Law provides that employees made ill by drinking contaminated water supplied for the employees while engaged in their work, are entitled to the privileges of the law, according to the opinion of Sec'y David Ross of the state bureau of labor statistics.

Cairo, Ill.—The following officers were re-elected at the recent annual meeting of the Board of Trade: H. S. Antrim, pres.; Chas. Cunningham, treas.; J. S. Aisthorpe, Chas. Feuchter, Miles Fred'k Gilbert, H. E. Halliday, Max Kaufman, J. B. Magee, Thos. McFarland, George Parsons, E. G. Pink, W. H. Wood, directors. H. R. Aisthorpe was elected vice-pres. and I have been re-appointed as sec'y.—Phil. C. Barclay.

Yorkville, Ill.—The station on the Fox & Ill. Union electric road, at which we have completed a 35,000-bu. elvtr., will be known as Lis Vill and is 7 miles south of here. The house is now being operated and is equipped with 2 legs with Hall Signaling Distributors, Richardson Automatic Scale, and 20 h. p. Fairbanks Gasoline Engine. It will be managed from this station. Lis Vill is not a p. o.—Yorkville Farmers Elvtr. Co.

Atwater, Ill.—Paul Barnett was brought back from Chicago, Jan. 24, charged with having set fire to the Atwater Elvtr. operated by the G. W. Barnett Grain & Merc. Co., which burned last November. Officials from the state fire marshal's office have been quietly investigating the fire which was reported to have been caused by a locomotive spark but which looked suspicious to them. Barnett has been released under a \$1,000 bond.

Urbana, Ill.—The following have recently been admitted to membership in the Illinois Grain Dealers Ass'n: Bradley Bros., Paducah, Ky.; P. S. Carter & Co., Girard, Ill.; The Cincinnati Grain Co., Cincinnati, O.; Henn & Beggs, Oakland, Ill.; Independent Hominy Co., Portsmouth, O.; M. D. King Milling Co., Pittsfield, Ill.; Samuel Mangas (Elkhart), Lincoln, Ill.; A. E. Staley Mfg. Co., Decatur, Ill.—S. W. Strong, sec'y.

Seneca, Ill.—A petition for a lump sum settlement under the workmen's compensation act has been filed by Jeremiah Higgins against the Seneca Grain & Supply Co., for the loss of the sight of his left eye while in their employ. Last July Higgins alleges he was preparing to load grain into a freight car, and while attempting to open the door of the car with an iron bar, was struck in the eye with the bar destroying the sight and disabling him.

Roscoe, Ill.—Chas. Whiting, member of Hutchins & Whiting, was found dead Jan. 24, by his partner Bert Hutchins, beside his automobile in the garage at the rear of the elvtr. office, having apparently been stricken while pumping air into one of the tires on the machine. Doctors are of the opinion that the effort was too much for his heart, weakened by a recent stroke of paralysis. Mr. Whiting was 54 years old and is survived by his wife, two daughters and a son.

Arthur, Ill.—I have sold my Dalton City property but have retained the remainder of my interests and also have the Arthur Elvtr. here which I have leased to my brother A. F. Davis. I bot the elvtr. at Chesterville, Ill., owned by the American Hominy Co., and have leased that to another brother, J. A. Davis. I have plenty of brothers, as there are 6 of us. I shall be out here until July, touring the state in an automobile. This seems to be the finest kind of a place to do nothing in.—C. E. Davis, Long Beach, Cal.

Oakland, Ill.—The elvtr. now under construction for Beggs & Henn will be equipped with a 60 h. p. Anderson Oil Engine, Western Sheller and Cleaner, 800-bu. Hopper Scale, Western Re-cleaner, 2 Cyclone Dust Collectors, 3 stands of elvtrs. and Manlift. The Weller Mfg. Co. is furnishing all transmission machinery and the Reliance Const. Co. is doing the work.

Receipts of grain at Peoria during January included 267,000 bus. of wheat, 2,820,267 of corn, 1,211,200 of oats, 333,250 of barley and 61,200 bus. of rye; compared with 48,035 bus. of wheat, 2,846,535 of corn, 441,600 of oats, 156,000 of barley and 22,000 bus. of rye received during January, 1912. Shipments for the month included 277,740 bus. of wheat, 2,356,587 of corn, 1,405,893 of oats, 236,185 of barley and 52,200 bus. of rye; compared with 38,358 bus. of wheat, 2,085,829 of corn, 885,900 of oats, 53,642 of barley and 19,600 bus. of rye shipped during January, 1912.—J. R. Lofgren, sec'y Board of Trade.

Urbana, Ill.—The directors of the Illinois Grain Dealers Ass'n have adopted the following resolution in favor of the Cary Bill (H. R. 3010): Resolved, That the Bill known as the Cary Time Filing Bill (H. R. 3010), introduced in the House of Representatives, April 10, 1910, "to prevent discrimination by the mailing or otherwise forwarding, except by telegraph or telephone, of telegrams or messages by telegraph companies when same are accepted for telegraphic transmission by wire," is in the interest of every person who uses the telegraph system, and we hereby respectfully request the Senator and Representatives in Congress from Illinois, to use all honorable means to secure the passage of the said bill.—S. W. Strong, sec'y.

Urbana, Ill.—The sub-com'te, representing the Central Grain Ass'n, appointed at St. Louis, January 13, in opposition to the proposed advance of 1c per cwt. on grain from Illinois to all points, appeared before the State Railroad and Warehouse Commission, at Springfield, Jan. 20, and petitioned the commission, in the name of the Illinois Grain Dealers' Ass'n to cite the carriers to show why such an advance of rates was proposed. Those present were S. W. Strong, sec'y of the Illinois Grain Dealers Ass'n; chairman; W. T. Cornelson, Peoria, Chas. S. Rippin, St. Louis, J. A. McCreery and F. C. Walbaum, of the Farmers Grain Ass'n Chairman Barry stated that the matter would be gone into immediately, and that if a hearing was ordered all interested would be given notice.—S. W. Strong, sec'y Illinois Grain Dealers' Ass'n.

A hearing to determine the validity and fairness of the present rule for distribution of grain cars will be held in connection with the case of the Danforth Farmers Grain Co., Danforth, Ill., v. the I. C. Ry., case 2042, which will be heard before the Illinois Railroad and Warehouse Commission, Feb. 11, at Chicago. It is asked that all shippers and carriers be in attendance to provide expressions on such a rule as may be both equitable, yet legal in its ruling. Under the old ruling, given in 1907, there has been but little controversy. It is the Commission's intention to remedy as far as possible any wrongs. Notice has been given both the legal and the operative department of carriers and grain men of the state of the importance of the case and an expression is asked so that there may be a just and equitable ruling made. The decision will follow at an early date.

Jacksonville, Ill.—Hon. O. F. Berry, chairman of the Illinois railroad and warehouse commission, will address the delegates to Illinois Farmers Grain Dealers annual convention, to be held in this city Feb. 19-21, on "What Is a Railroad's Liability in the Matter of Furnishing Cars; in the Transportation of Shipments within a Reasonable Length of Time; Is the Distribution of Cars Between Shippers at a Station Related to the Amount of Business Which Each Can Furnish?" The following subjects will be discussed at the Experience Meeting: "Federal Inspection vs. State Inspection"; "Should Farmer

Companies Have Large Capital?"; "Should Grain Be Bought on Grade?"; "One Elvtr. in a Town"; "Unfair Competition"; "Buying Grain on Contract—Does It Pay?"; "Should a Farmer Company Handle Pure Seed?"; "Scale Inspection"; "Are Shippers Partially Responsible for Car Shortage?"; "How to Prevent Centralization of Capital Stock Into Fewer Hands"; "Cleaning Grain Before Shipment." On Thursday afternoon, Feb. 20, questions of interest to mgrs. will be discussed.

Springfield, Ill.—Senate Bill No. 7, the proposed utilities bill creating a public service commission, recently introduced by Senator Ettelson, provides that the telegraph and telephone companies must render adequate service to patrons and the commission can order proper service as well as fixing just and reasonable charges and preventing unjust discrimination and unreasonable preference. Telegraph and telephone companies are compelled to file with the commission schedules showing their rates, rentals and charges for service. No change can be made in any of the rates, unless by order of the commission on 30 days' notice. It also provides that railroads are compelled to publish tariff schedules of fares and freight between points in the state, which is always open to public inspection. No change in rates is to be allowed unless notice is given to the commission and published for thirty days. No unjust discrimination or unreasonable preference in rates is allowed to any shipper. Free passes are prohibited. False billing by carrier or shipper subjects the person to severe penalties. Railroads cannot charge greater rates for shorter than longer haul. Provision is made for proper distribution of cars for the shipper on application.

CHICAGO NOTES.

Richard I. Mansfield is now floor mgr. for Finley Barrell & Co.

R. F. Cummings returned Feb. 5 from a trip around the world.

Henry L. Ketcham, well known to the grain trade 10 years ago, died Feb. 5 at the age of 72.

Argentine quotations on wheat, corn, oats and flaxseed will again be posted daily on the Board of Trade.

L. Montefiore Stein is now connected with Finley Barrell & Co., having become associated with that firm Feb. 1.

The C. & A. Ry. Co. will build new freight yards and terminals at Glenn, near the big Clearing yards of the Belt Line.

Five former presidents of the Board of Trade have been appointed by Pres. Andrew as a com'te of economy and efficiency, the members being H. N. Sager, J. A. Bunnell, W. S. Jackson, Walter Fitch and A. Stamford White.

The Board of Trade Fellowship Club held its annual meeting Jan. 24 and elected the following officers: Robt. T. Boylan, pres., Frank Murray, vice-pres., J. H. Darcy, sec'y and treas., C. Swansey, Robt. Darcy, John T. Rich, Sig. Levey and Wm. Kennedy, directors.

CHICAGO CALLERS: Parker H. Litchfield, pres-mgr. Modern Miller, St. Louis, Mo.; A. J. Rowland, Rock Island, Ill., rep. W. P. Anderson; C. H. Johnston, Pinola, Ind.; J. J. Overmeyer, Kouts, Ind.; Ed. Metzger, Alexis, Ill.; Geo. E. West, Thawville, Ill.

Applications for membership in the Board of Trade have been made by Alphonse Moyse, Thos. V. Brennan and Jas. M. Kirby. Thos. P. Flaherty was admitted to membership and the memberships of Thos. J. O'Neill and Wert Reid were posted for transfer. Memberships are quoted at \$2,350 net to buyer.

The proposed amendment to the rules of the Board of Trade allowing delivery of car lots of contract grain on track on future contracts during the last 6 days of a trading month, was defeated by a vote of 266 to 247. The amendment to prevent delivery of contracts of less than 1,000 bus. of grain in any one elvtr. was also voted down, 167 to 306.

Henry A. Foss was reappointed weighmaster of the Board of Trade at the directors' meeting held Jan. 28.

Harry R. Phillips, for years identified with the circulation dept. of the Grain Dealers Journal, and famous for his beautiful collection of convention badges, reluctantly relinquished to the young ladies at Ames Agri. College, has again been captured. This time by Mrs. Theresa Thull Gray. The happy couple are now at home at 2630 Colfax Ave., S. Minneapolis.

Bulletin No. 203 issued Feb. 6, by W. M. Hopkins, mgr. of the transportation dept. of the Board of Trade reads as follows: The question of cancelling the application of transit at Chicago on grain shipments covered by thru rates from Milwaukee or Peoria to eastern Trunk Line territory has been up in conference with the carriers for some time, and we are now advised that the railways will continue to apply the transit rates on such shipments as heretofore.

Receipts of grain at Chicago during January included 3,356,000 bus. of wheat, 21,937,000 of corn, 11,327,000 of oats, 276,000 of rye and 3,685,000 bus. of barley; compared with 562,900 bus. of wheat, 12,904,350 of corn, 5,240,600 of oats, 159,000 of rye and 1,872,200 bus. of barley received during January, 1912. Shipments for the month included 2,650,000 bus. of wheat, 14,076,000 of corn, 3,124,000 of oats, 190,000 of rye and 1,403,000 bus. of barley; compared with 1,089,900 bus. of wheat, 5,853,100 of corn, 4,561,500 of oats, 87,400 of rye and 297,600 bus. of barley shipped in January, 1912.

The C. & N. W. in sup. 4 to G. F. D. 12575-C made the following rule effective intrastate Feb. 1 and interstate Mar. 6: When foreign cars of railroad ownership, other than those belonging to the carrier effecting final delivery, are loaded, an additional charge of \$2 per car to cover reclaim expense to the C. & N. W. Ry. Co. will be assessed during the months of March, April, May, June and July, and additional charge of \$2.25 per car during the months of January, February, August, September, October, November and December, except when delivery is made by the C. & N. W. Ry. Co. to delivering line, through the Belt Railway Co. of Chicago, B. & O. Chicago Terminal R. R., Chicago Junction Ry., or Chicago River & Indiana R. R., the additional charge will be \$2.40 per car, during the months of March, April, May, June and July, and \$2.70 per car during the months of January, February, August, September, October, November and December, of each year.

Charges against Frank M. Bunch and Mark Bates, alleging cross-trading, have been filed with the president of the Board of Trade by John Hill, Jr., the bucket-shop detective. Mr. Bates is pres. of W. G. Press & Co., and Mr. Bunch until recently was connected with Rumsey & Co. and had charge of the execution of trades on the floor for his firm. At the regular meeting of the directors of the Board Feb. 11, it is likely the charges will be referred to a com'te for investigation. Mr. Hill says "There is plenty of evidence against them. There will be no trouble in showing their business methods when the case comes to trial." Mr. Bates says "Hill came around here and wanted to sell us his reports. I did not even inquire the price. I refused to purchase them. Beyond this I do not know anything about Mr. Hill." Mr. Bunch joined with Mr. Bates in the following statement: "We have not had an opportunity to acquaint ourselves with the details of the charges, but we emphatically state that we welcome any investigation from any source, knowing that we are innocent of violating any of the rules of the Board of Trade, and have no doubt that the outcome of the investigation will vindicate us."

INDIANA.

Indianapolis, Ind.—Senator Carleton has introduced a bill to be known as S. B. 178, providing that no train shall carry more than 50 cars.

Lebanon, Ind.—Our firm has been dissolved.—Morrison & Finch.

Lostantville, Ind.—We have succeeded Teegardin & Dickey.—Teegardin & Powell.

South Whitley, Ind.—The Farmers Elvtr. Co. has increased its capital stock \$9,000.

Monticello, Ind.—Fred Roberts of Rockfield, will succeed Ed. Roach as mgr. of the Farmers Elvtr. Co.

Warsaw, Ind.—A scoop shoveler is operating here, loading corn and oats.—Kinsey Bros., Claypool, Ind.

Aboite, Ind.—The farmers of this vicinity have decided not to organize a farmers elvtr. company at present.

Millville, Ind.—The elvtr. of Wisehart Bros. is nearing completion and will be in working order at an early date.

Indianapolis, Ind.—Representative Mitchell has introduced H. B. 260, providing for the cutting of weeds along all roads.

Wabash, Ind.—The recently incorporated King Grain Co. has succeeded T. W. King & Son.

Monticello, Ind.—I have resigned as mgr. of the Co-operative Elvtr. Co. at Rockfield and now have a similar position here.—Fred Roberts.

Sheridan, Ind.—A. Smith, of A. Smith & Co., will take a trip to Florida and Alabama for his health, and will probably be gone a month.

Shirley, Ind.—The Shirley Mlg. Co. incorporated to operate grain elvtrs.; capital stock \$15,000; incorporators Jos. Wood, Thos. Cox and J. R. Kitterman.

Indianapolis, Ind.—The Board of Trade has paid a dividend of 1½%, passed \$2 a member to the mortuary fund and retired \$3,000 of the outstanding preferred stock.

No. Hayden sta., St. John p. o., Ind.—The Gleaners & Farmers Co-operative Elvtr. Co. has let contract for two 7,000-bu. elvtrs. to be operated by gasoline power.

Kentland, Ind.—Farmers are organizing a farmers elvtr. company with a capital stock of \$12,000. Messrs. Thompson, White and Majors are interested.—A. J. Rowland, rep. W. P. Anderson & Co.

Anderson, Ind.—Wellington Mlg. Co. incorporated to operate grain elvtrs., succeeding Wellington & Son; capital stock \$30,000; officers, James T. Wellington, pres.; Arthur M. Wellington, vice-pres.; Fred B. Wright, sec'y and treas.

Cates, Ind.—The Cate Grain Co. has just finished building a 15,000-bu. cribbed elvtr. Equipment includes 2 stands of elvtrs, 25 h. p. Fairbanks Gasoline Engine, 1,000-bu. Avery Automatic Scale, Western Sheller, Cleaner and Manlift. The Reliance Const. Co. has the contract.

Griffin, Ind.—The old elvtr. at Hovey's switch near here, which was recently repaired and has been used as a corn warehouse by A. Waller & Co., collapsed a few days ago, the backwater having undermined the foundations. The most of 12,000 bus. of corn in the building went into the water.

Royal Center, Ind.—The recently completed elvtr. of Sims & Ashbaugh is equipped with a 35 h. p. Fairbanks Morse Engine, 1 Monitor Cleaner, Western Sheller and Gyrating Cleaner, manlift, 2 stands of elvtrs., 22 ft. Fairbanks Wagon Scale, Avery Automatic Scale, Clipper Cleaner, Bowsher Feed Mill, Fairbanks small Platform Scale and 4 Hall Distributors. The company's headquarters will be at Frankfort. J. A. Horn has the contract.

Indianapolis, Ind.—The following have recently been admitted to membership in the Indiana Grain Dealers Ass'n.: The Leesburg Grain & Mlg. Co., Leesburg, Ind.; McDonald & Co., New Albany, Ind.; Culver City Grain & Coal Co., Culver, Ind.; D. M. Light, Keystone, Ind.; Catron Bros., Flora, Ind.; Fairland Grain Co., Fairland, Ind.; Hershman & Son, Tipton, Ind.; The Fitzgerald Bros. Co., Cincinnati, O.; F. H. Farnsworth, Kokomo, Ind.; The Cincinnati Grain Co., Cincinnati, O., and Dutchess & Staggs, Kokomo, Ind.—Chas. B. Riley, sec'y.

IOWA.

Minden, Ia.—Louis Ehlers has bot the elvtr. of Peter Ehlers & Son.

Garwin, Ia.—The elvtr. of J. A. Berry will be completed within a few days.

Sheldahl, Ia.—The Farmers Grain Co. incorporated; capital stock \$15,000.

Panora, Ia.—The Farmers Elvtr. Co. has bot the elvtr. of Wright & McWhinney.

Muscatine, Ia.—The new elvtr. of the John TeStrake Feed Co. was opened Jan. 22.

Charlotte, Ia.—The Charlotte Coal & Grain Co., incorporated; capital stock \$10,000.

Algona, Ia.—The Algona Mlg. & Grain Co. will install an electric motor in its elvtr.

Prescott, Ia.—J. P. Recknor is interested in the organization of a farmers elvtr. company.

Story City, Ia.—The Farmers Grain Co. has increased its capital stock from \$10,000 to \$25,000.

Cedar, Ia.—C. F. Moore has sold his elvtr. and is not now in the grain business at this station.

Ida Grove, Ia.—I have been ill for some time, but am now on the up grade.—Christian M. Good.

Morning Sun, Ia.—W. C. Boyle has succeeded F. H. Kirchner as mgr. of the Farmers Elvtr. Co.

Pocahontas, Ia.—The elvtr. of the Pocahontas Grain Co. has been completed and is open for business.

Kinross, Ia.—The Farmers Elvtr. of the Liberty Lbr. Co. is completed and I am mgr.—F. G. Darland.

Lynnville, Ia.—The new 12,000-bu. elvtr. of the Farmers Elvtr. Co. is in operation with Joe Derivan as mgr.

Whittemore, Ia.—The Whittemore Elvtr. Co. is contemplating the erection of a concrete or hollow brick elvtr.

Decorah, Ia.—C. B. Lennon, for 30 years in the grain business at this point, died Jan. 19 after a brief illness.

Jefferson, Ia.—John H. Alberts has been elected as pres. of the Farmers Elvtr. Co., Pres. A. J. Lamb having recently died.

Fort Atkinson, Ia.—We have succeeded the J. P. Schissel Grain Co., Mr. Schissel having gone to Adams, Minn.—Gilchrist & Co.

Larrabee, Ia.—Ed. Lukan has succeeded W. H. Graham as mgr. of the Farmers Elvtr. Co., Mr. Graham having recently resigned.

Griswold, Ia.—I am not in charge of the elvtr. of Turner Bros. at this station, as reported. I am now located at Emerson.—G. W. Carter.

Hinton, Ia.—I am now agt. for the Farmers Elvtr. Co., having succeeded J. L. Shearer.—W. H. Glover, formerly agt. of Thorpe Elvtr. Co.

Lehigh, Ia.—J. B. Harper, mgr. of the Farmers Elvtr. Co., recently caught his hand in the cups of the elvtr. and badly crushed three fingers.

Brayton, Ia.—John Johnson has succeeded Chas. Gustafson as mgr. of the Rothschild-McCausland Co., Mr. Gustafson having been transferred to Kimballton.

Davenport, Ia.—The recently incorporated Purity Oats Co. has bot the oatmeal mill of C. A. Ficke, recently leased by the Quaker Oats Co., and will use it for the present.

Marletta sta., Marshalltown p. o., Ia.—The establishment of an elvtr. at this station, now seems a certainly, a Marshalltown firm having signified their intention to build here at once.

Scarville, Ia.—The Farmers Elvtr. Co. will commence work at once on its 20,000-bu. cribbed ironclad elvtr. and coal sheds in connection. The equipment includes Reliance Automatic Scale, 8 h. p. engine, wagon scale and manlift. The Burrell Eng. & Const. Co. has the contract.

Lamoni, Ia.—The Farmers Grain & Seed Co. has let a contract to Burrell Eng. & Const. Co. for a 20,000-bu. cribbed, iron-clad elvtr., equipped with electric motor, U. S. cleaner and sheller and manlift.

Sergeant Bluffs, Ia.—The recently organized Farmers Elvtr. Co. has let contract for a 50,000-bu. elvtr. to the L. Buege Co. The equipment will include a 20 h.p. oil engine, 5-ton wagon scale and a 1,500-bu. automatic scale.

Wiota, Ia.—Chas. Sherrett of our firm has been ill with typhoid fever since Christmas but is slowly getting better. We have had no great rush of grain so far and no car shortage to speak of.—T. Christie, of Christie & Sherret.

Hobart, Ia.—J. H. Moore, C. H. Potter, L. J. Slater and P. H. Hargraves have been appointed by the farmers of this community as a com'te to take up the work of organizing a farmers elvtr. company to build an elvtr. at this station.

Rippey, Ia.—The elvtr. of the Squires Grain Co. was threatened by fire, Feb. 3, when a stove in the engine room became overheated and started a blaze. The damage amounted to only \$25, but wud have reached the thousands had the fire spread as the elvtr. is full to capacity at present.

Danville, Ia.—Reports have been circulated that W. F. Williams and R. P. Jackman have bot the elvtr. here. Mr. W. F. Williams writes as follows: I bot the Santa Fe elvtr. at Harper, which is on private ground. The Danville house is on A. & T. ground and is owned by R. P. Jackman. We are not partners in business, but bot at the same time.

Cedar Rapids, Ia.—The Cereal Mills Co. was given the alternative of discharging a number of Greeks employed in the elevator, or getting along without the help of about 40 employees who refused to work with the Greeks, owing to the bad feeling that has existed between the regular workers and the Greeks for some time. The company agreed to discharge at least part of the Greeks and many of the men went back to work.

Sioux City, Ia.—The entertainment of the women will be a special feature of the convention here on Feb. 11, 12 and 13 of the Iowa Farmers Grain Dealers Ass'n. The Commercial Club has placed this responsibility in the hands of a special com'te. Frank Lake has been placed at the head of the reception committee. Chas. C. Flanley is at the head of the entertainment com'te on general arrangements. Luncheons, theater parties and trips are planned.—B.

Marshalltown, Ia.—Edson A. Abbott, for many years in the grain business in this vicinity, died at his home in Seattle, Jan. 30. Mr. Abbott was 76 years old at the time of his death and is survived by a son and two daughters. He bot his first grain in 1876 and soon had a line of elvtrs. along the Iowa Cent. R. R. He was also in the grain business at Charter Oak, Ia., until 1897, when he went to the gold fields of Alaska. He has made his home in the west since that time.

Sioux City, Ia.—A car shortage that is tremendously more real than railroad officials are willing to admit, is declared by grain men to exist all through this territory, being general over Iowa and South Dakota, tho not so marked in that part of Nebraska that is tributary to Sioux City. It is asserted that there are points in South Dakota that have been without a single car for grain shipments in two or three weeks and others that have had only one or two in a month.—B.

Sioux City, Ia.—The setting of an early date for oral arguments in the long drawn out Sioux City grain rate case before the Interstate Commerce Commission gives rise to the belief locally that a decision will be rendered in it before the commission takes its summer vacation, probably by May. Geo. T. Bell, commissioner of the Traffic bureau of the Commercial club, who procured the rehearing and is in charge of the litigation, is confident that this time there will be a complete victory for the Sioux City interests.—B.

Sioux City, Ia.—As the railroads will not allow their cars to leave their own lines during the present car shortage, shippers have asked that the Terminal Elvtr. be opened as a transfer house and this was done Jan. 27.

Des Moines, Ia.—The railroad commission of Iowa has taken a hand in the traffic situation of this state arising out of the inability to get satisfactory handling of grain by railroads. At a recent hearing in this city both sides were heard at considerable length. The railroad men present undertook to show that they had increased their equipment commensurate with the increase in business, but that the farmers and grain men themselves had not done their duty in providing additional storage room and handling equipment, so that grain might be paid out in a steady flow. They complained against a lack of driers for putting grain in condition to hold. The grain dealers, on the other hand, cited many specific instances where they had been unable to get service of any sort, and that they had been put to serious losses. The railroad commissioners expressed a disposition to arrive at some ruling, either independently or with the Interstate Commerce Commission, that will result in a solution of the car shortage problem.—B.

KANSAS.

Traer, Kan.—I have sold my elvtr. to D. G. Decker.—J. I. Decker.

Troy, Kan.—George W. Kinkead has succeeded Kent & Kinkead.—S.

Wilson, Kan.—Jos. Kvasuicka is mgr. of the Wilson Elvtr. & Com's'n Co.

Burlington, Kan.—The elvtr. of S. A. Hutchinson is nearing completion.

Greensburg, Kan.—The Rixon Grain Co. has covered its elvtr. with iron.—S.

Edna, Kan.—Muzzy & Lower have leased the Dicus elvtr. and are now operating it.—S.

Kiro, Kan.—The Kiro Merc. Co. has bot the elvtr. of the Forbes Bros., taking possession Feb. 1.

Olathe, Kan.—We contemplate the enlargement of our elvtr.—B. F. Snyder, mgr. Hadley Mlg. Co.

Linn, Kan.—I will overhaul the elvtr. I recently bot of the Farmers Grain & Lbr. Co.—F. H. Hoerman.

Arkansas City, Kan.—H. F. Probst covered his elvtr. with iron and is building a standard dust house.—S.

Pretty Prairie, Kan.—The elvtr. of the defunct Eagle Mlg. Co. was sold at auction Feb. 5 by H. W. Hart, trustee.

Belleville, Kan.—I have sold out to Belleville Grain & Coal Co. and am out of the grain business.—V. A. Guy, Cheyenne, Wyo.

Hoxie, Kan.—C. F. Crowfoot's power house was damaged by fire Jan. 29. The fire is supposed to have been started by the exhaust pipe.

Chapman, Kan.—The Chapman Mill & Elvtr. Co. incorporated; capital stock \$15,000; incorporators J. W. Shaffin, Thos. Hogan and C. P. Lowe.

Lone Elm, Kan.—Reports have been circulated to the effect that L. Rice has bot the elvtr. of the Clare Grain Co. at this station. We have been reliably informed that there is no elvtr. at Lone Elm.

Topeka, Kan.—The House Com'te on Agri. has introduced a new grain inspection bill, making inspection optional with the shipper of the grain and providing for a reduction in fees from the last law, which was made void by a supreme court decision.

St. John, Kan.—The Kansas Mlg. Co. of Wichita has bot the property of the St. John Mill & Power Co., known as the "Mill on the Trail," and will operate it under the old name. The Rock Mill & Elvtr. Co. of Hutchinson, which recently leased the plant, is making arrangements for the removal of the grain it has on hand and will turn over the elvtr. in a few days.

Isabel, Kan.—W. E. Clark will overhaul the elvtr. here, as a great many of our patrons live quite a distance from town and haul with four horses abreast. The elvtr. was built so that you can only drive thru with two horses, and Mr. Clark will widen the driveway, lower the dump and build more bin room.—F. N. Strohl.

Halsted, Kan.—The elvtr. of the Halsted Mlg. & Elvtr. Co., containing 60,000 bus. of wheat, burned Jan. 29 and is a total loss. One grain tank north of the elvtr. and the office of the company were slightly damaged; loss on building, \$30,000; on grain, \$40,000; nearly covered by insurance. The elvtr. will be rebuilt of concrete.

Receipts of grain at Wichita during January included 1,066,800 bus. of wheat, 351,600 of corn and 4,000 bus. of oats; compared with 390,000 bus. of wheat, 211,600 of corn, 91,000 bus. Kaffir and 112,000 bus. of oats received during January, 1912. Shipments for the month included 712,800 bus. of wheat, 227,500 of corn, and 2,000 of oats; compared with 165,000 bus. of wheat, 95,700 of corn and 84,600 bus. of oats shipped during January, 1912.—Jas. H. Sherman, sec'y Board of Trade.

Topeka, Kan.—A track scale bill has been introduced in the Senate by Mr. Waggoner of Atchison, which provides for the installation of track scales at all points shipping 100 or more cars of grain during any calendar year, half of the expense of installation and maintenance to be borne by the shipper, the balance by the railroad. And then this far-sighted bill goes further and provides for a charge to the shipper of \$1 per car for weighing his grain on the scales for the installation and maintenance of which he has paid half the cost. To start with, track scales at country points are never dependable, even when fortunes are expended in their installation, because the railroad men will not take care of them. They run trains over them and stop and start locomotives on them, with the result that the knives are dulled so quickly their weights are not reliable. Good scales are now maintained by most of the grain men in the elevator under cover, and if the railroad companies are not content to accept the weights of the elevator man's scales, then he will gladly permit them to inspect them and insure their being placed and kept in perfect working condition. And what is more the railroad generally can witness the weighing of any grain loaded out at any time desired, in fact the average grain man would much rather the agent would witness the weighing. The Waggoner bill is absolutely unnecessary. It would compel an expenditure of several thousand dollars at every station, without any benefits accruing to either carrier or shipper, and it behooves every grain shipper of Kansas to protest vigorously against the enactment of the Waggoner Track Scale Bill.

KENTUCKY.

Louisville, Ky.—The Kentucky Public Elvtr. Co. has let contract for an oats bleacher of 4,000-bu. per hour capacity.

LOUISIANA.

Shreveport, La.—J. H. Rutherford, formerly in the grain business in this city, has decided to re-enter the trade and will build an elvtr. and mill near the K. C. Sou. tracks.

Exports of grain at New Orleans during January included 1,306,006 bus. of wheat, 1,131,515 bus. of corn, including 8,883 bus. of kafir corn, and 57,900 bus. of oats; compared with 52,673 bus. of wheat, 894,862 bus. of corn and 2,314 bus. of oats exported during January, 1912. Exports since Sept. 1, 1912, included 8,775,193 bus. of wheat, 1,665,085 of corn and 220,542 bus. of oats; compared with 276,445 bus. of wheat, 1,879,793 bus. of corn and 25,161 bus. of oats exported during the corresponding season of 1911-12. On board Feb. 1, not cleared, 96,000 bus. of wheat, 205,742 bus. of corn and no oats. Exports are still

showing a great increase over last year.
—W. L. Richeson, chief grain inspector
Board of Trade.

MARYLAND.

BALTIMORE LETTER.

The malt house of the Baltimore Distilling Co. was damaged by fire, Jan. 29, to the extent of \$10,000.

G. William Stisser and John S. Hayes have been admitted to membership in the Chamber of Commerce.—Jas. B. Hessong, sec'y.

An up-to-date elvtr. for export grain will be one of the first improvements made on the recently purchased tract of 90 acres, secured by the Western Md. Ry. Co.

The abolishment of all unlimited fones was ordered Jan. 1 by the telephone company and as a result a private telephone exchange has been installed on the main floor of the Chamber of Commerce.

Wm. Rodgers has been appointed a member of the corn com'ite of the Chamber of Commerce, by Pres. Gildea, who also appointed W. Leroy Snyder a member of the oats com'ite. Ferdinand A. Meyer succeeded Thos. C. Craft, Jr., on the corn com'ite.

Receipts of grain at Baltimore during January included 2,219,626 bus. of wheat, 5,547,727 of corn, 1,363,125 of oats, 8,639 of barley and 183,318 bus. of rye; compared with 453,812 bus. of wheat, 3,745,438 of corn, 156,645 of oats, no barley and 37,730 bus. of rye received during January, 1912. Shipments for the month included 2,757,782 bus. of wheat, 4,094,946 of corn, 742,004 of oats, no barley and 25,714 bus. of rye; compared with 399,351 bus. of wheat, 3,366,003 of corn, 160 of oats, no barley or rye shipped during January, 1912.—James B. Hessong, sec'y, Chamber of Commerce.

Retiring Pres. Meyer touched on the subject of the grain trade of 1912, terminal facilities and many other matters of interest, in his address at the annual meeting of the Chamber of Commerce, held Jan. 27, when Thos. C. Craft, Jr., A. F. Sidebotham, E. F. Richards, J. J. Forbes and Richard H. Diggs, were elected directors for three years, making with the 10 hold-over directors, the board of 15 for 1913. The new directors met Jan. 29 and elected John H. Gildea, former vice-pres., pres. and Jos. M. Warfield vice-pres., James B. Hessong was reappointed sec'y-treas. Ex-pres. Meyer tendered the old board a banquet at the Merchants' Club Feb. 1. A silver serving dish suitably inscribed was presented to him by his board colleagues.

MICHIGAN.

Rose City, Mich.—The Rose City Elvtr. Co. incorporated; capital stock, \$10,000.

Kalamazoo, Mich.—The Johnson-Howard Grain Co. will build an elvtr. in the spring.

Saginaw, Mich.—The Henry W. Carr Co. has increased its capital stock from \$25,000 to \$50,000.

St. Johns, Mich.—Chas. Sprague has installed a feed mill and will operate it in connection with his elvtr.

Detroit, Mich.—The Hart Grain Co. went out of business Jan. 31, W. H. Hart, the head of the firm will be advertising mgr. for C. F. Smith, operating chain stores.

Melvin, Mich.—The Kerr Hay & Grain Co., formed last September by the consolidation of the Wilson Grain Co. with Kerr & Dimond, has been granted its charter, the capital stock amounting to \$25,000. The incorporators are James Kerr and Thomas Wilson.

Ionia, Mich.—Two hundred Ionia county farmers, interested in the organization of a farmers elvtr. company, recently held a meeting and appointed W. W. Bemis, Geo. Aldrich, Eugene Vohler, James N. Chase and L. G. Linman as a com'ite to inspect elvtrs. with a view of deciding on plans for a house shud the company be permanently organized.

Ripley, Mich.—The Houghton Flour & Elvtr. Co. has been organized here.

Detroit, Mich.—The discovery of a supreme court ruling, rendered some years ago, to the effect that the state cannot force railroads to move freight any specified distance per day, has made it necessary to change and re-introduce the Michigan reciprocal demurrage bill, recently introduced in the legislature, since the present bill provides that carriers must move freight at the average rate of 20 miles a day. A change will be made so that the roads will be compelled to move the cars thru the state at a reasonable rate of speed.

MINNESOTA.

Ormsby, Minn.—Mr. Gardner of Iowa has bot the elvtr. of Stockdale & Dietz.

Gary, Minn.—H. Degernes has resigned as mgr. for the Monarch Elvtr. Co.

Le Sueur Center, Minn.—A farmers elvtr. company is being organized at this station.

Hazel, Minn.—The Farmers Elvtr Co. has been organized with a capital stock of \$15,000.

Rushmore, Minn.—Frank Johnson is mgr. of the new elvtr. of the Farmers Elvtr. Co.

Fairfax, Minn.—The Farmers Elvtr. Co. is contemplating the erection of another elvtr. in the spring.

Amirel, Minn.—Farmers are interested in the organization of a farmers elvtr. company to build an elvtr.

McIntosh, Minn.—John Husby is interested in the organization of a farmers elvtr. company at this station.

Red Lake Falls, Minn.—A farmers elvtr. company will probably be organized at this station to build an elvtr.

Walnut Grove, Minn.—Elvtr. full; no cars; only had 7 cars this season.—W. R. Frye, mgr. Farmers Elvtr. Co.

Odessa, Minn.—The Odessa Mfg. Co. has overhauled its plant and installed much new machinery.—F. D. Klinck.

Underwood, Minn.—We intend to build a 25,000-bu. elvtr. in the spring.—N. P. Pederson, sec'y Underwood Grain Ass'n.

Worthington, Minn.—I am out of the grain business at present.—E. H. Brown, formerly agt. for the Skewis Grain Co. at Bigelow.

Winona, Minn.—Two boys, aged 14 and 15 years, are charged with having stolen grain from box cars in the C. M. & St. P. R. R. yards.

Rothsay, Minn.—Al. L. Wood is again mgr. of the Farmers Grain & Merc. Co., having resigned July 1, to represent Dalton & Gould on the road.

Duluth, Minn.—Geo. E. Robson has been elected director of the Board of Trade to succeed W. C. Mitchell, recently elected vice-pres. of the exchange.

Argyle, Minn.—The firm of Harry Keye & Co., has been organized at this station and will for the present operate the old Minneapolis & Northern Elvtr.

St. Paul, Minn.—A bill to amend the state law relating to the adjustment of milling-in-transit credits where flour mills have burned, has been introduced in the House.

St. Paul, Minn.—Arguments on the Cashman long distance tariff bill are being heard by the Senate railroad com'ite. Prominent railroad officials and many dealers from the small interior towns have testified against it.

St. Paul, Minn.—Senators Rockne and Sageng have introduced S. F. 354 which provides for further separation of the board of grain appeals and grain inspection department. They claim that the state boards of grain appeals, appointed by the governor and supposed to be superior to the grain inspection department under the state railroad and warehouse commission, are in fact subordinate to the grain inspectors.

St. Paul, Minn.—The bill recently introduced by Senator Sageng, requires all terminal warehouses to make a complete annual report of all grains received, all shortages, all grades and all overages to the state railroad and warehouse commission in order to prevent any possible manipulations of grades by terminal elvtrs.

St. Paul, Minn.—A grain inquiry similar to that now being conducted by the House was asked of the Senate by Senator S. D. Works, who said: "The farmers are complaining that the mixing and grading of grain works to the detriment of the farmer and that the inquiry should be confined to that question". The Senate adopted resolutions providing for the naming of five senators to investigate conditions by a vote of 34 to 18. The com'ite will be appointed later.

Mentor, Minn.—We will install a 12 to 15 h. p. gas engine, feed mill and cleaner in the elvtr. we recently bot of the Minneapolis & Northern Elvtr. Co. We operate a general merchandise store and opened our elvtr. last September. Since then we have handled 25,000 bu. of grain; the total amount of grain bot in 1910 was 90,000 bu.; in 1911, 150,000. Our officers are W. W. Hall, pres.; H. G. Mitchell, vice-pres., and J. O. Buhn, sec'y.—Thos. Vallom, mgr. Mentor Co-operative Co.

St. Paul, Minn.—C. A. Magnuson protested before the Senate Com'ite on commerce and labor, against the bill of Senator F. J. Thoe which proposes that all grain dealers shall pay the same price for grain at all stations at which they are engaged in the grain business, making only allowances for the differences in freight and other expenses. The bill now under consideration, is objectionable because it is a discrimination against regular elvtr. companies in favor of the scoop shoveler.

Receipts of grain at Duluth during January included 6,611,293 bus. of wheat, no corn, 264,873 of oats, 474,017 of barley and 28,969 bus. of rye; compared with 707,586 bus. of wheat, no corn, 220,912 of oats, 26,466 of barley and 12,683 bus. of rye, received during January, 1912. Shipments for the month included 1,354,734 bus. of wheat, no corn, 424,881 of oats, 421,208 of barley and 56,990 bus. of rye; compared with 707,587 bus. of wheat, no corn, 220,912 of oats, 715,458 of barley and 12,683 bus. of rye shipped during January, 1912.—Chas. F. Macdonald, sec'y Board of Trade.

St. Paul, Minn.—A bill prohibiting dealing in futures in grain and corporation stock unless the contract is in writing and unless, at the time of the making of the contract, the seller owns and has in his possession, the grain, commodity or corporation stock which is the subject of the contract, was introduced in the House, Feb. 3, by Representative A. F. Tiegman and is known as H. F. 440. Contracts in violation of the above provisions are designated in the bill as "gambling contracts" and void. Violations of the act are made punishable as misdemeanors, and it provides that any chamber of commerce or board of trade which permits violation of the act shall forfeit its charter.

St. Paul, Minn.—Under a resolution introduced in the Minnesota House by Representative C. M. Bendixen, chairman, a com'ite is making an investigation into the methods of handling grain at terminal markets. The com'ite has employed James Manahan as attorney to cross-examine witnesses, and he is having the time of his life prodding the state grain inspection officials, questioning the publisher of the "Grain Bulletin" and bullying the Chamber of Commerce representatives. So far he has been unable to elicit any damaging admissions. The most Chief Grain Inspector Eva would admit is that the terminal as well as country elevators have a right to mix grain, to improve a No. 2 with No. 1 to make all average No. 1. Mr. Eva asked: "If I buy a lame horse, take him home and cure him, and make him a first-class animal, and then sell him at a higher price than I paid for him, who is entitled to the profit, I or the man who sold me the horse?"

Stanton, Minn.—On the petition of Geo. E. Wilson, receiver for the defunct Farmers Elevator Co., the district court at Red Wing has ordered an assessment for the full amount of the debts, with 60 days to pay. The final assets of the company are given as \$930.73, and the expenses now total \$181.79, leaving a cash balance on hand of only \$748.79. Creditors claims are placed at \$3,205.03 and the receiver's expenses at \$500.

St. Paul, Minn.—The third workmen's compensation act was incorporated in a bill introduced to the senate Jan. 31, by Senator C. J. Swanson. This bill does away with present forms of liability insurance by providing a mutual insurance fund to which employers and employees shall contribute. An appropriation of \$300,000 is made as a nucleus for the fund. The fund is to be supervised by a state commission of three.

MINNEAPOLIS LETTER.

Application for a traveling solicitor's license has been made by W. M. Beck to represent the McCaull-Dinsmore Co.

J. I. Brown, elvtr. inspector for the Chamber of Commerce, died Jan. 27, at the age of 61, after an illness of only a few days. Mr. Brown was formerly connected with the state grain inspection dept. and was popular with the members of the grain trade.

Fred M. McCord slipped and fell to the sidewalk, Jan. 29, breaking his right ankle for the second time in a little over a year. Mr. McCord fell Dec. 19, 1911, and broke the same ankle so badly that it took 8 weeks to heal. The doctors say that a month is the least that he can expect this time.

The improved conditions in reference to the car supply in the Northwest is believed to be due, at least in part, to the recent protest of the directors of the Chamber of Commerce to the Interstate Commerce Commission, which recommended immediate action be taken to remedy the existing congested conditions.

An effort will be made by the grain members of the Chamber of Commerce to have the forwarding of grain samples by parcels post handled with greater dispatch. At present the samples are mailed at the Chamber of Commerce branch post office, but are handled thru the main post office which causes a great delay in reaching the trains. The idea is to have them sent direct to the trains from the branch office.

The bill now before the legislature changing the mode of taxing wheat in elevators on May 1, if it becomes a law, will put the matter back into the hands of the local assessors instead of imposing the present bus. tax. The holder of wheat on May 1 never knows where he is going to get off when the local assessors tax it. I understand that there is a strong probability that the bill will become a law, and one miller tells me that he has changed all of his May over to July as he doesn't care to take chances with the new bill.—G. F. Case.

The Traveling Grain Solicitors National Ass'n was organized Jan. 28, by 75 traveling representatives of the grain commission firms. Frank Kelly of McLeod & Co. was temporary chairman and G. E. Green of McDonald & Wyman temporary sec'y of the new organization. The permanent organization of the ass'n was effected with 40 charter members and the following officers were elected: Pres., Frank Kelly, Minneapolis; first vice-pres., J. A. Waring, Chicago; second vice-pres., Leonard J. Keefe, Milwaukee; sec'y-treas., G. E. Green, Minneapolis; directors, P. N. Haag and C. S. Treadway, Minneapolis; W. S. Hoover and D. B. Shaw, Duluth; H. B. Bertuleit and W. M. Christie, Chicago; W. W. Simmons and H. C. Hess, Kansas City; E. C. King, St. Louis; J. L. Welch, Omaha; J. D. Wood, Milwaukee. The purpose of the new organization will be to bring about a closer association of interests among the farmers, the grain elvtrs. and the solicitors, and to educate the farmers along lines which will be beneficial to the market and themselves.

Hurburd, Warren & Chandler of Chicago, opened a grain office in this City, Feb. 1, under the management of L. L. Winters.

The estate of the late W. D. Douglas, who was lost on the ill-fated Titanic, has been appraised at \$2,363,021. Mr. Douglas was a director of the Midland Linseed Oil Co. and the Quaker Oats Co. and owned large elvtr. interests in the northwest.

MISSOURI.

Charleston, Mo.—The O. A. Grenshaw Grain Co. has succeeded the Grenshaw Grain Co.

Clifton City, Mo.—E. B. Edmonston will build a small elvtr. at this station.—S. L. Rissler, Pleasant Green.

Winfield, Mo.—We are figuring on building a 30,000-bu. concrete elvtr. in the spring.—C. O. Arnhold & Co.

Shackelford, Mo.—I now own an elvtr. at this station and one at Mt. Leonard.—J. Keith Goodwin, Marshall.

Jefferson City, Mo.—A bill abolishing the state railroad and warehouse commission and authorizing a state warehouse and grain inspection dept. under a single commissioner has been introduced in the legislature. The bill provides that this commissioner shall hold office for 6 years, drawing a salary of \$4,500, and shall have complete authority over the dept., even to the fixing of the amount of salary to be paid his assistants and the fees for the weighing and inspection of grain.

Jefferson City, Mo.—In the uniform B/L bill recently introduced in the legislature by Senator J. F. Dunwoody, criminal penalties are provided for the issuance of a B/L without a receipt of the goods, or for issuance of a duplicate B/L unless marked "duplicate," and also for the negotiation of a B/L for mortgaged goods. It holds carriers liable for the issuance of all Bs/L by their agts., for Bs/L issued on goods not received and on an order B/L when the goods are delivered in whole or in part without the surrender of the B/L.

KANSAS CITY LETTER.

The Gt. W. Ry. Co. has let contract to Jas. Stewart & Co. for a re-inforced concrete addition to its tile storage, of 500,000-bu. capacity. It is to be built on pile foundations.

Geo. A. Aylsworth has disposed of his interests in the Moffatt Com's'n Co. and has retired from active connection with the company, after being sec'y for the last 12 years. He will continue in the grain trade at this market and the Moffatt Com's'n Co. will be conducted by E. O. and Donald Moffatt.

C. E. Lathrop will ask the directors of the Board of Trade to consider a rule similar to that in use on the Chicago Board of Trade, which makes No. 3 mixed corn deliverable on speculative contracts with a penalty of 3c per bu. He is of the opinion that such a rule is a sure way to prevent corners.

In addition to the added storage facilities to be erected by the Gt. Western Ry. Co. and the Santa Fe, as recently reported, the following elvtrs. will be overhauled and their capacities increased, the Frisco Elvtr. operated by John I. Glover, the Memphis Elvtr. operated by Broadnax & McLiney, and the elvtr. of the Wabash Ry. Co.

Receipts of grain at Kansas City during January included 2,653,200 bus. of wheat, 1,961,250 of corn, 793,900 of oats, 19,800 of rye and 9,800 bus. of barley; compared with 1,069,200 bus. of wheat, 3,056,250 of corn, 510,000 of oats, 3,300 of rye and 19,600 bus. of barley received during January, 1912. Shipments for the month included 2,120,400 bus. of wheat, 947,500 of corn, 593,300 of oats, 2,200 of rye, 11,200 bus. of barley; compared with 1,149,600 bus. of wheat, 1,796,250 of corn, 588,200 of oats, no rye and 30,800 bus. of barley shipped in January, 1912.—E. D. Bigelow, sec'y Board of Trade.

Work on the 1,000,000-bu. addition to the Santa Fe Elvtr. is now under way and the Armour Grain Co., which operates the house, expects to have the new tanks ready for the next crop.

The following officers were recently elected by the Board of Trade Clearing Co.: H. J. Diffenbaugh, pres.; A. J. Poor, 1st vice-pres.; B. C. Moore, 2d vice-pres.; and C. V. Fisher, sec'y and treas. G. G. Lee was re-appointed mgr.

The following standing com'tes have been appointed by the Board of Trade: Appeals, E. O. Bragg, J. E. Rahm, J. E. Seaver, J. A. Theis and J. R. Tomlin. Grain appeal, F. C. Hoose, E. O. Moffatt, J. A. McLiney, J. V. Seymour and Mason Gregg. Weight supervision, B. L. Hargis, L. A. Fuller and J. L. Root. Inspection and sampling, William Murphy, R. T. Morrison and C. F. Aylsworth.

ST. LOUIS LETTER.

Harry E. Halliday, Chas. E. King and B. G. Day have applied for membership in the Merchants Exchange.

Edward C. Seele, mgr. of the oats dept. of Seele Bros. Grain Co., was presented with a chest of silver by his friends on the Board on the occasion of his marriage Jan. 30 to Miss Adele Buchser.

A petition is being circulated on the Merchants Exchange, requesting the directors to call on the state railway and warehouse commissioners to establish a moisture testing laboratory in the rooms of the state inspection dept., the members of the exchange being desirous of securing a more efficient inspection of corn.

The annual election of the St. Louis Grain Club was held at a banquet at the Mercantile Club Jan. 30, Geo. F. Powell being elected pres. and Geo. C. Martin, Jr., vice-pres. Thos. K. Martin was unanimously re-elected as sec'y and treas. and was presented with a pearl and gold scarf pin for himself and a silver service "for his wife." R. S. Lang, John L. Wright, W. J. Edwards, Geo. Harsh and M. J. Mullally were elected to serve as the executive com'te and were authorized to employ counsel to determine the legality of a credit bureau which the club are endeavoring to establish for the grain trade at this market.

Receipts of grain at St. Louis during January included 3,410,400 bus. of wheat, 2,526,000 of corn, 2,395,300 of oats, 17,600 of rye and 225,600 bus. of barley; compared with 856,900 bus. of wheat, 4,753,200 of corn, 975,800 of oats, 1,100 of rye and 12,000 bus. of barley received during January, 1912. Shipments for the month included 2,889,280 bus. of wheat, 1,705,680 of corn, 2,107,890 bus. of oats, 23,250 of rye and 13,450 bus. of barley; compared with 1,045,890 bus. of wheat, 2,291,570 of corn, 702,465 of oats, 2,430 of rye and 16,410 bus. of barley shipped during January, 1912. Total exports for 1912 were 171,327 bus. of wheat, 994,407 of corn and 42,031 bus. of oats; compared with 502,454 bus. of wheat, 1,858,249 of corn and 41,965 bus. of oats, exported during 1911.—Eugene Smith, sec'y Merchants Exchange.

MONTANA.

Riverview, Mont.—The elvtr. of John P. Meadors, containing considerable grain, burned recently.

Simms, Mont.—We have just installed a new cleaner in our elvtr.—F. F. Cruzen, agt. Montana Central Elvtr. Co.

Twin Bridges, Mont.—C. A. May has succeeded Ralph Gunkleman as mgr. of the Farmers Elvtr. Co., the change to take place April 1.

Havie, Mont.—The organization of a stock company to build a mill and elvtr. at this point is being agitated. Geo. Lawrence is interested.

Moore, Mont.—I resigned my position as gen. mgr. of the Western Lbr. & Grain Co. Jan. 1, but expect to get back into the grain business next summer.—Theo. Terhurne.

Belgrade, Mont.—D. E. Gray now has charge of the elvtr. of the Gallatin Valley Mlg Co.

Big Sandy, Mont.—Another elvtr. will probably be erected for next season's crop. This is a newly settled country but it will develop. Our 25,000-bu. elvtr. was built by C. E. Bird and is now in operation.—W. A. Schurman, agt. Rocky Mountain Elvtr. Co.

Froid, Mont.—The Montana & Dakota Elvtr. Co. recently built a flour and feed warehouse but at present is using it for wheat storage, having about 7,000 bus. in it. The Farmers Elvtr. Co. bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. There is no track shipping here.—Agt. McCabe Bros.

NEBRASKA.

Hubbell, Neb.—The Gooch Mlg. Co. has bot the Cochrane Elvtr.

Benedict, Neb.—Andrew Houston is now mgr. of the Farmers Elvtr. Co.

Helvey, Neb.—G. Helvey is mgr. of the recently completed elvtr. of the Farmers Elvtr. Co.

Omaha, Neb.—J. R. Whitney and J. B. Adams have applied for membership in the Grain Exchange.

David City, Neb.—Jas. Bell of James Bell & Son died recently after a brief illness from pneumonia.

Indianola, Neb.—The elvtr. of Strockey & Gambay is closed on account of the failure of the crops.—C. B. Strockey, Pine Bluff, Wyo.

Schuyler, Neb.—Farmers are organizing here to build an elvtr. and handle grain, hogs, coal, etc.—Agt. Wells-Abbott-Nie-man Co.

Blue Springs, Neb.—The Farmers Grain Co. has installed an electric motor and will do away with the gasoline power used heretofore.—S.

Kimball, Neb.—The Kimball Lbr. & Supply Co. has completed its new elvtr. and has it in operation. The house is up-to-date in every respect.

Stromberg, Neb.—The T. B. Hord Grain Co. has completed its elvtr. at this station. The new house is of cribbed construction and is iron clad with up-to-date equipment.

Omaha, Neb.—A change in the rules of the Grain Exchange regarding the re-inspection of grain and interest charges has been ordered by the directors. The time for reinspection is limited to 144 hours, having been 192 hours in the past, and the time for the charging of interest is changed from 8 to 6 days.

Receipts of grain at Omaha during January included 1,573,200 bus. of wheat, 3,630,000 of corn, 1,528,300 of oats, 40,700 of rye and 43,400 bus. of barley; compared with 824,400 bus. of wheat, 2,467,200 of corn, 748,000 of oats, 3,300 of rye and 208,600 bus. of barley received during January, 1912. Shipments for the month included 1,128,000 bus. of wheat, 2,162,600 of corn, 1,513,300 of oats, 9,000 of rye and 31,000 bus. of barley; compared with 604,000 bus. of wheat, 1,338,000 of corn, 957,000 of oats, 3,000 of rye and 27,000 bus. of barley shipped during January, 1912.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Chelsea, Mass.—Harry Wise, hay and grain dealer, has filed a petition in bankruptcy, scheduling his liabilities at \$3,366.26 and assets at \$650.

Portland, Me.—A number of boys have been charged with breaking the seals on car doors and stealing quantities of grain in the yards of the Grand Trunk line. It is said that they sell the grain to men who pay them a small amount for it, and every effort is being made to locate these men "higher up".

NEW JERSEY.

Paterson, N. J.—The Delaware Mfg. Co. incorporated to deal in grains; capital stock \$25,000; incorporators Edmund and Fannie Whittaker and Harry S. Day.

NEW MEXICO.

Roswell, N. M.—The Southwestern Grain Co. has opened an office in this city. E. C. & H. R. Miller of Anadarko, Okla., are the proprietors.

NEW YORK.

New York, N. Y.—J. C. O'Connor of O'Connor & Kahler, died recently in Paris, France.

Buffalo, N. Y.—Lewis Grain Co., incorporated; capital stock \$10,000; incorporators, Netta M. Lewis, Wm. S. Harrison and John G. Burns.

New York, N. Y.—Gerosa & Lo Monte Co. Inc., incorporated to deal in grain, hay, etc.; capital stock \$5,000; incorporators Fortunato Lo Monte and Angelo Gaglian.

New York, N. Y.—Geo. E. Van Vorst, Inc., incorporated to deal in grain, hay, seed, etc.; capital stock \$100,000; incorporators Thos. F. Collins, James M. Shelly and Herbert M. Simon.

Buffalo, N. Y.—Donner-Hall Co., incorporated to deal in flour, grain, feed, etc.; capital stock \$10,000; incorporators Matthew A. Donner, Samuel O. Hall, Cora L. Wickersham and Marim S. Donner.

Oswego, N. Y.—Henry T. Neidlinger has been made defendant in a replevin suit brot by the M. H. Pettit Malting Co. and Wm. Rahr's Sons Malting Co. of Manitowoc, Wis., to recover 450,000 lbs. of malt bot by Neidlinger when he is alleged to have been insolvent.

Albany, N. Y.—A bill has been introduced in the legislature prohibiting the maintaining of bucketshops or dealings in futures, the violation of the law to be a felony and punishable by a fine of from \$500 to \$1,000, or a year's imprisonment or both. In the case of a corporation, its charter is to be canceled.

Buffalo, N. Y.—John H. Limberger, chief inspector of the Trunk Line Ass'n freight buro, is said to have recently alleged that there is a vast shortage in grain shipped from this port to the seaboard. Elvtr. owners here recently called a meeting at which the charges were discussed and a sweeping investigation ordered, as the weighing system used in Buffalo has always been considered one of the best.

Buffalo, N. Y.—The appointment of Geo. E. Pierce, the only grain man nominated for a position on the board of directors of the Chamber of Commerce, as a member of the board is practically assured altho Mr. Pierce failed to secure the required number of votes to elect him. Three vacancies have been created by the election and it is customary to fill them from the ranks of those having the largest number of votes, who were not elected, which places Mr. Pierce in direct line for the appointment.

Albany, N. Y.—A bill inserting in the agricultural law a new section (282) providing for the licensing of commission merchants doing business in farm produce has been introduced by Assemblyman Sullivan. It provides that all persons, firms and corporations receiving farm produce for sale on commission must apply to the commissioner of agri. by June 1 of each year for a license, and the application must state the kind of produce to be handled and the principal place where the business is to be carried on, together with such other facts as the commissioner shall prescribe. The fee for each annual license is fixed at \$5, and in addition a bond of \$5,000, approved by the commissioner of agri. must be filed by the licensee to secure payment of all sums owing to persons within the state consigning farm produce to the merchant for sale on commission. Any such consignor of goods may maintain an action upon the bond. Any

violation of these provisions, including the doing of such commission business without a license, after June 1, 1913, is made a misdemeanor.

NORTH DAKOTA.

Brinsmade, N. D.—The elvtr. of the Farmers Elvtr. Co. is closed.

Douglas, N. D.—The elvtr. of the Occident Elvtr. Co. was recently slightly damaged by fire.

Fairdale, N. D.—The elvtr. of the Farmers Elvtr. Co., recently completed, is now in operation.

Dawson, N. D.—The elvtr. of the Farmers Elvtr. Co. has been opened with Ed. Bou as mgr.

Sherwood, N. D.—The elvtr. of the Farmers Elvtr. Co. was damaged by fire Feb. 4; loss small.

Galchutt, N. D.—The elvtr. of the Heising Grain Co. has been closed for the season.—Earl A. Thorpe, agt.

Odessa, N. D.—Hintz & Sons are now engaged in the grain business at this station.—Herman Gehrke, agt.

York, N. D.—R. A. Rasmussen is interested in the organization of a co-operative farmers elvtr. company.

Burt, N. D.—Larsen & Elertson are now engaged in the grain business at this station.—Herman Gehrke, agt. Hintz & Sons, Odessa.

Voltaire, N. D.—I am now mgr. for the Osborne-McMillan Elvtr. Co.—Earl A. Thorpe, former agt. Heising Grain Co., Galchutt.

Cassleton, N. D.—The elvtr. of the North Dakota Elvtr. Co. will be completed within a few days and the Guarantee Elvtr. Co. will build a house here in the spring.

Gladstone, N. D.—Franz Bayer, Mathew Bayer and John Loh have bot the elvtr. of Julius Hollst and will take immediate possession.

Selz, N. D.—Michael Burgard and Ludwig Fettig have dissolved partnership in the machinery and elvtr. business and it will be conducted in future by Mr. Burgard.

Edmunds, N. D.—The elvtr. of the Hammer-Halvorson-Beier Elvtr. Co. at this station is closed and I am now at Carrington with the same company.—C. C. Bauer, agt.

Jamestown, N. D.—Reports are being circulated that the Dakota Grain Co. wud build an elvtr. at this station. We are reliably informed by the Dakota Grain Co. that this is untrue.

Carrington, N. D.—I am now with the Hammer-Halvorson-Beier Elvtr. Co. as second man, succeeding Bert Laurery, who is now mgr. for the same company at Cooperstown.—C. C. Bauer.

Bismarck, N. D.—A bill requiring public warehouse men to clean all grain handled by them before testing it for grade; i. e., no warehouse shall grade any grain offered it for sale without first making due allowance for such dockage, deducting and removing the dockage from the grain, has been introduced in the legislature.

Bismarck, N. D.—Representative Martin has introduced a number of bills in the legislature, dealing with the annual publication of the articles of incorporation and the by-laws of both domestic and foreign corporations, the bills being known as House Bills Nos. 123, 124, 125 and 127. Representative Dean has introduced H. B. 122, amending the 1907 session laws relating to trade discrimination and unfair competition.

Valley City, N. D.—The annual meeting of the North Dakota Farmers Grain Dealers Ass'n will be held in this city Mar. 4, 5 and 6. Sec'y John G. McHugh, of Minneapolis Chamber of Commerce, is mentioned among the probable speakers. E. A. Bowman of Kulm, N. D., has been appointed ass't sec'y to Sec'y Unkenholz of the farmers ass'n, on account of the heavy duties developing in the arrangement for this convention.

Gwinner, N. D.—The report which is being circulated in reference to the burning of the elvtr. of the Andrews Grain Co. at this station is untrue, as our elvtr. here is o.k.—Theo. Odegard, agt.

OHIO.

Deshler, O.—James Snyder is now mgr for the Southworth-Rice Elvtr. Co.

Ottawa, O.—The Ottawa Grain & Mfg. Co. has succeeded Maurer Bros., the change being in the name only.

Toledo, O.—The estate of the late W. H. Morehouse of W. H. Morehouse & Co. has been appraised at \$111,000.

Canton, O.—The Canton Feed & Mfg. Co. will build a 20,000-bu. elvtr. using radial tiles reinforced with iron.

Marion, O.—Loring J. Smith, former sec'y and treas. of the defunct Ohio Mfg. & Elvtr. Co., after being a fugitive from justice for 2 years, was recently convicted of embezzlement and sentenced to the state penitentiary.

Toledo, O.—The members of the Produce Exchange voted Jan. 30, to change the time of the election of officers, and it was unanimously decided to have the polls open for 1 hour in the morning only, and thus avoid dragging the election out for the entire day.

Toledo, O.—Preliminary plans are being made for a big meeting of the Tri-State Grain Producers and Dealers Ass'n to be held in Toledo Feb. 21, at which time an effort will be made to boost the idea of a big agricultural exhibit in this city during March.—T. P. Riddle, sec'y, Lima.

Napoleon, O.—The elvtr. of J. H. Vocke & Son, filled almost to the roof with grain, including 9,000 bus. of wheat, burned Feb. 5, and is a total loss. The mill belonging to the company also burned. A hot bearing in the top of the elvtr. is given as the cause of the blaze. About one-third of the loss is covered by insurance.—J. C. C.

Receipts of grain at Toledo during January included 203,000 bus. of wheat, 519,200 of corn, 408,600 of oats, 2,000 of rye and 1,000 bus. of barley; compared with 230,000 bus. of wheat, 594,000 of corn, 135,000 of oats, no rye and 1,000 bus. of barley received during January, 1912. Shipments during the month included 330,500 bus. of wheat, 188,400 of corn, 258,600 of oats, and no rye; compared with 105,500 bus. of wheat, 421,000 of corn, 134,500 of oats and 500 bus. of rye, shipped during January, 1912.—A. Gassaway, sec'y Produce Exchange.

CINCINNATI LETTER.

Executive Sec'y William C. Culkins of the Chamber of Commerce has been to Columbus on two different occasions recently attending the public hearing of the Judiciary com'te of the House on the Eigelow bill.—S.

Receipts of grain at Cincinnati during January included 95,832 bus. of barley, 805,652 of corn, 854,315 of oats, 46,332 of rye and 321,049 bus. of wheat. Shipments for the month included 53,004 bus. of barley, 475,169 of corn, 524,025 of oats, 12,296 of rye and 111,658 bus. of wheat.—Wm. Culkins, supt. Chamber of Commerce.

The feed and grain interests of the J. W. Biles Co. will in future be conducted separately, another company being formed to take care of the milling end of the business while the Biles company devotes itself exclusively to the feed trade. The capital stock of the company has been reduced from \$100,000 to \$50,000.

Within the past two weeks the Chamber of Commerce inspection buro inspected 57 cars of wheat, most of which graded No. 2 and No. 3 red. During the two previous weeks there were only 39 cars inspected. The grain trade here say the class of wheat that is coming to the market now is grading very good, and that which shows an extra good quality, or test 60 to 60½ lbs. to the bu. will bring a premium of 1c over the quoted price of \$1.11 to \$1.13 a bushel.—S.

Seven directors will be elected Feb. 11 at the annual meeting of the Hay & Grain Exchange of the Chamber of Commerce. The following have been nominated: John D. Mollett, Frank Collins, Al Gowing, H. Lee Early, F. E. Fleming, E. A. Fitzgerald, H. Brouse, H. H. Kraemer, Geo. Keller, Frank R. McGuire, T. Currus, Lyman Perin, C. E. Nippert and J. W. Van Leuen.

A rather remarkable increase was noted in the number of cars of corn consigned to the Cincinnati market within the past two weeks. The total ran up to 302 cars, compared with only 159 cars during the two previous weeks. A great deal of this heavy shipment that has been coming to this market lately has been the corn that was tied up owing to the recent flood of the Ohio. Despite these heavy receipts the market for shelled corn has not taken any slump. The buyers here have been gobbling up everything that showed good quality.—S.

OKLAHOMA.

Arapahoe, Okla.—The W. C. Saunders Mill & Elvtr. Co. has bot the plant of the Arapahoe Mill & Elvtr. Co.

Gage, Okla.—The recently incorporated Farmers Grain & Supply Co. has bot the elvtr. of the C. B. Cozart Grain Co. at this station.

Every grain elvtr. and flour mill owner desiring to escape from the greed of the stock fire insurance companies shud write his representative in the state legislature in behalf of House Bill 547.

Oklahoma City, Okla.—A com'te of grain dealers and millers held a meeting in this city Jan. 23, and considered various insurance matters, recommending proper legislation for such interests.

Woodward, Okla.—Among other important matters discussed by about 30 mill and elvtr. men, in conference here Jan. 31, was that of securing better shipping rates from the Wichita Falls & Northwestern Railway Co.

Ponca City, Okla.—Plans for a concrete elvtr. for J. M. Shornden, whose house burned Dec. 18, have been prepared by E. Lee Heidenreich & Co. The equipment consists of an automatic scale, corn sheller and regular transmission machinery.

Tonkawa, Okla.—We have built a new corn elvtr. in connection with our regular house, equipping it with a sheller, cleaner, a Fairbanks Automatic Scale of 1,250-bu. per hour capacity, Smith Safety Manlift, etc., at a total cost of \$3,000.—Cassidy Grain Co.

Oklahoma City, Okla.—The following bill has been introduced in the legislature by Representative Coyne and will be known as H. B. No. 268: "The state Board of Agri. shall hereafter be the State Grain Commission and the said State Board of Agri. shall do and perform all duties heretofore performed by the State Grain Commission." Suggestions relative to the effect the change wud make have been asked for by Sec'y Prouty of the Oklahoma Grain Dealers Ass'n.

OREGON.

Portland, Ore.—Robert Kennedy, R. J. Patterson and Abe Cohn have been appointed as a com'te by the grain dealers of this city, to draft a new grain inspection bill to be presented to the state legislature during the present session. The Washington state bill will be the pattern used and it will allow wheat originating and inspected in Washington, to be received at Portland harbor without a second inspection. The grain com'te of the Chamber of Commerce are now the official inspectors at this port, there being no state inspection at present.

PENNSYLVANIA.

Landisville, Pa.—C. H. and Percy H. Nolt have bot the grain and feed business of Ezra Miller.

Quarryville, Pa.—The grain warehouse of E. B. Fritz & Son burned Jan. 28; loss \$12,000; insurance \$9,000.

PHILADELPHIA LETTER.

The Penn Grain & Feed Co. will build additions to its plant.

Norris & Co. of Chicago have applied for membership in the Commercial Exchange.

Monroe A. Smith, formerly with C. C. Fraser, will engage in the grain and feed business on his own account.

The grain com'te of the Commercial Exchange for the ensuing year is composed of the following members: Sam'l McKnight, chairman, W. W. Walton, C. Herbert Bell, Geo. C. Shane, Sydney Smith, Wm. M. Richardson and James L. King.—C.

Local grain shippers believe the export trade in grain from Philadelphia will suffer a decrease of at least 100,000 tons this year, unless the trade organizations and the railroads bring pressure enough on the Interstate Commerce Commission to eliminate the handicap that now makes Philadelphia follow Baltimore and Newport News instead of vice versa.—C.

The proposed consolidation of the various trade bodies of the city into one central business organization is meeting with the approval of the grain dealers who in general agree with Wm. M. Richardson, who said in part: "I believe this move a very good one, providing that the proper people are put at the head of it, who will boost Philadelphia to their very limit."—C.

Shipping at this port during the past month has been exceptionally good. During the first few weeks some record cargoes of grain were sent out, but towards the end of the month conditions in export trade became about normal. According to reports from the 'Change nearly three times the amount of grain was shipped out during January, 1913, than during the corresponding month of last year.—C.

The following officers were elected at the annual election of the Commercial Exchange, Jan. 28: Pres., Antonio Sans, (re-elected); vice-pres., Louis G. Graff; treas., Jos. W. Beatty; directors, F. Marion Hall, Horace Kolb, Jacob B. Pultz, Geo. C. Shane, Winfield S. Woodward and Walter K. Woolman. The election was one of the biggest events of its kind that was ever witnessed. From early morning till evening the members had a most delightful time. A special luncheon was served, and music broke the noise of the tickers.—C.

The order of the Interstate Commerce Commission ordering the Pennsylvania Railroad to cease paying any allowances to the Keystone Elevator & Warehouse Co. does not affect the management of the elevator, which will continue under the supervision of Harvey C. Miller, pres. of the company, as heretofore. The order was simply directed against anyone being engaged in the grain business and at the same time being a stockholder in the elevator company. This condition does not exist because Mr. H. C. Miller retired from the grain firm of L. F. Miller & Sons on Feb. 1, 1912, and since that date no member of the firm has been a stockholder in the elevator company.

Hunter Brooke, senior member of Brooke & Pennock, died Jan. 31, following an operation performed Jan. 2 in the hopes of saving his life, but altho he made a desperate fight it was a losing battle from the first. After serving thru the civil war, Mr. Brooke entered business with Brooke & Pugh and later with his brother formed the F. M. & H. Brooke Co., which became Brooke & Pennock. He was one of the oldest members of the Commercial Exchange, holding his membership since 1865 and was a recognized authority on grain subjects. Always one of the most popular men on the floor, he will be greatly missed by his friends and business associates. Resolutions of condolence were adopted by the exchange.

SOUTH DAKOTA.

Badger, S. D.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of D. McKinnon.

Freeman, S. D.—I. Kleinsesser is now agt. for DeWald & Walter and D. DeWald is office mgr.—W. H. B.

Kingsburg, no p. o., S. D.—I am building an elvtr. here. This is a new town on the C., M. & St. P.—M. King, Rosalie, Neb.

Springfield, S. D.—J. C. Pigsley, former mgr. of the Farmers Elvtr. Co. has bot and will operate the elvtr. of P. J. Morrison.

Dell Rapids, S. D.—The Farmers Grain Co., incorporated; capital stock \$20,000; incorporators, L. E. Marshall, Hans Overbee, Ole B. Land and Henry Smith.

Morefield, R. F. D. Renner, S. D.—Geo. Olwe has succeeded Alfred Elgaen as mgr. of the Morefield Grain Co. The company will install a gas engine at an early date.

Letcher, S. D.—The Farmers Elvtr. Co. has leased the elvtrs. of the Crawford Grain Co. at this station and at Cuthbert and is operating them in addition to their own.

Pierre, S. D.—A meeting of millers and representatives of the railroads was held in this city, Jan. 28, at the suggestion of the state board of railroad commissioners, to consider the advisability of establishing a west-bound milling-in-transit rate. It was decided that the west-bound rate was not needed at present, but that the present eastbound transit arrangements shud be protested.

SOUTHEAST.

Jasper, Ala.—F. A. Merrell has bot the grain business of Long & Clark.

Washington, D. C.—The plant of the C. W. Cissel Co. was damaged by fire Jan. 22.

Jackson, Miss.—We will move our headquarters to Memphis, Tenn., Feb. 10.—L. B. Lovitt & Co.

TENNESSEE.

Memphis, Tenn.—We have moved our headquarters from Jackson, Miss., to this city.—L. B. Lovitt & Co.

Nashville, Tenn.—The recent collapse of a hay and grain warehouse belonging to Lanier Bros. of this city, killed a number of the company's horses and severely injured two men.

Memphis, Tenn.—A com'ite was named at a recent meeting of the Merchants Exchange, to seek relief from the delays and congestion in the matter of shipments in and out of the market over the Ill. Cent. and the Yazoo & Miss. Valley roads. The com'ite laid the matter before the railroad officials, Feb. 1, and they have promised to do all they can to relieve the situation at once. The main trouble seems to be in the delay in the handling of cars at the terminal yards.

Memphis, Tenn.—On page 152, last paragraph first column, of your January 25th issue, you publish receipts of grain at Memphis during 1912. The figures given are the totals for the month of December only—not for the entire year of 1912. The total receipts at this point for 1912 were as follows: 1912, corn 5,026,800 bus., oats 6,616,500 bus., wheat 294,000 bus.; compared with 4,974,400 bus. of corn, 5,631,600 bus. of oats and 214,500 bus. of wheat received during 1911.—Nat S. Graves, sec'y Merchants Exchange.

Memphis, Tenn.—Ryerson Commission Co. is said to be the latest company name adopted by E. A. Ryerson for soliciting shipments of hay and grain from country dealers. Last summer the Merchants Hay Corporation was formed by E. A. Ryerson, L. P. Ryerson, S. A. Kohlbry, J. C. Postal and M. C. Ketchum and incorporated for \$5,000, to succeed to the business of the Ryerson Grain Co. The laws of Tennessee do not require individuals doing business as a company to incorporate, so

those who wish or find it advantageous can change the name of their company every day. The Farmers Grain & Mercantile Ass'n of Hixton, Wis., has a sad remembrance of the Ryerson Grain Co. J. H. Pruitt of Lindsay, Okla., complains that the Ryerson Grain Co. still owes him considerable money on shipments of baled hay. O. F. Gallagher of Lockwood, Mo., complains that the Merchants Hay Corporation still owes him \$298.25 on shipments. There seems little excuse for any shipper entrusting business to non-members of the Merchants Exchange, because its members include the largest, most reliable and most successful grain merchants of Memphis. When grain dealers who are too busy to read have accumulated an expensive stock of experience with the Ryerson Commission Co. we shall be very glad to hear from them and to know who form the company.

TEXAS.

Greenville, Tex.—The Weathers Grain Co. will build an addition to its elvtr.

Bay City, Tex.—The new plant of the Bell Grain Co. was opened Feb. 3.

Fort Worth, Tex.—I. A. Mabry, formerly of the Crouch-Mabry Grain Co., will travel for the Bert K. Smith Grain Co.

Greenville, Tex.—We will build an additional warehouse at this station, but will not install any new machinery.—Weathers Grain Co.

Fort Worth, Tex.—Applications for membership in the Texas Grain Dealers Ass'n have been made by the Archer Grain & Lbr. Co. and the Temple Grain Co.—H. B. Dorsey, acting sec'y.

Corpus Christi, Tex.—Our company has been incorporated under the name of the Taylor Grain & Elvtr. Co., and we have succeeded the Taylor Grain & Hay Co.—Taylor Grain & Elvtr. Co.

Austin, Tex.—The Texas Railroad Commission will give a hearing Feb. 11, on the amendments to the milling-in-transit rules and after hearing the facts and statements that may be presented at said hearing pertaining to the matters above set forth, will adopt such rules and regulations to govern in the matter above indicated, or will enter such other order or orders in the premises as, in its opinion, may appear just and proper and as may be equitable to all interests concerned.

Galveston, Tex.—Exports of grain from this port during January included 1,407,440 bus. of wheat, 20,677 of corn and 59,982 bus. of kafir corn; compared with no exports of wheat or corn and 17,142 bus. of kafir corn in January, 1912. Exports since Sept. 1, 1912, include 8,249,703 bus. of wheat, 151,331 of corn and 76,853 of kafir corn; compared with 56,000 bus. of wheat, 10,000 of corn and 25,713 bus. of kafir corn exported in the corresponding period of 1911-12.—John H. Upschulte, chief inspector, Board of Trade.

WASHINGTON.

Glenwood, Wash.—The warehouse of the Pacific Coast Elvtr. Co. collapsed Jan. 22, from the weight of the heavy snow on the roof of the building.

Guy sta., Albion p. o., Wash.—We will build and operate an elvtr. at this station during 1913.—James C. Farr, mgr. Albion Warehouse & Merc. Co.

Chambers, R. D. Pullman, Wash.—The grain warehouse of the Mark P. Miller Co. collapsed Jan. 22. The heavy snow is supposed to have caused the accident.

Walla Walla, Wash.—The farmer's unions have announced that they will need 1,500,000 bags, and as the farmers are opposed to using the bags from the state prison, they are preparing to pool their orders into one big deal.

WISCONSIN.

Kewaskum, Wis.—The new plant of the A. L. Rosenheimer Malt & Grain Co., replacing the plant burned Sept. 13, 1911, has been completed.

Douseman, Wis.—We have succeeded Martin & Hill.—Hill & Jones.

Grand View, Wis.—A farmers elvtr. company is being organized to build an elvtr.

Kiel, Wis.—Chas. Raquet is interested in the organization of a farmers elvtr. company at this station.

Madison, Wis.—A bill providing for state ownership of elvtrs. has been introduced in the state legislature.

Washburn, Wis.—E. C. Stevens, in the hay, feed, etc., com's'n business at this point, has filed a petition in bankruptcy.

Fennimore, Wis.—James Bowers of Smith & Bowers, has retired from the firm and the business will be continued by Mr. Smith and J. R. Parnell.

Franksville, Wis.—A warehouse of HenryTischendorf burned at midnight Feb. 5; loss \$10,000. The fire is believed to have originated from a spark from a locomotive.

MILWAUKEE LETTER.

The National Corn Products Co., incorporated; capital stock \$10,000; incorporators E. B. and Frank Lewandowski, and W. H. Shippy.

The Cary Time Filing Bill, H. R. 3010, was endorsed by directors on Jan. 14 in the form of a resolution which was drawn up and sent to Wisconsin members of Congress.—H. A. Plumb, sec'y Chamber of Commerce.

The recently completed 1,500,000-bu. "Elvtr. A." of the C. & N. W. Ry. Co., has been leased by the Rialto Elvtr. Co., the former lessee of the old "Elvtr. A.," which was burned. The new house is of concrete construction and is as near fire-proof as it is possible to make it.

New members of the Chamber of Commerce are: John C. Meiners, Wm. J. Butschau, L. J. Bohmrich, Herman Fuldner. The memberships of John E. De Wolf dec'd, Carl E. Hansen, W. T. Durand, dec'd, Gerhard Winner, dec'd, E. D. Norton, J. G. Mueller and L. G. Marstin have been posted for transfer.—H. A. Plumb, sec'y.

Receipts of grain at Milwaukee during January included 833,600 bus. of wheat, 1,948,180 of corn, 961,200 of oats, 2,345,200 of barley and 267,300 bus. of rye; compared with 344,400 bus. of wheat, 564,170 of corn, 599,600 of oats, 954,200 of barley and 311,680 bus. of rye received during January, 1912. Shipments for the month included 603,185 bus. of wheat, 1,573,222 of corn, 1,204,252 of oats, 729,723 of barley and 353,953 bus. of rye; compared with 76,442 bus. of wheat, 430,625 of corn, 613,150 of oats, 289,675 of barley and 239,990 bus. of rye shipped during January, 1912.—H. A. Plumb, sec'y Chamber of Commerce.

As a result of the petitions filed by the Milwaukee Chamber of Commerce, also P. C. Kamm & Co., with the Interstate Commerce Commission, in the matter of elevation allowances on grain transferred through Elvtr. "A", operated by C. M. & St. P. Ry. Co., that company has now issued its tariff, effective March 4, 1913, which provides that on grain transferred through elvtr. owned and operated by the railway company, and the grain is forwarded by its lines or connecting lines in accordance with published tariffs under which an elevation allowance is made to the company, the amount will in turn be paid to the owner of the grain.—H. A. Plumb, sec'y Chamber of Commerce.

The C. M. & St. P. Ry. Co. has been prohibited representation on the floor of the Chamber of Commerce for any business purposes whatever, until it pays an award of \$455.98 in favor of Chas. F. Glavin, a member of the exchange, ordered paid by the arbitration board of the chamber, the railroad company having agreed to arbitrate a dispute with Mr. Glavin, involving the quality of several thousand bus. of grain stored in an elvtr. which together with a falling market caused the above loss, but refusing to recognize the order. Members are cautioned against attempting to represent the road on the exchange

floor or within the city of Milwaukee, in violation of which the offender is liable to suspension or expulsion.

WYOMING.

Worland, Wyo.—The Denio Mfg. Co. of Sheridan will probably build an elvtr at this station.

Pine Bluff, Wyo.—I am now mgr. for the Pine Bluffs Farmers Ass'n. We opened our 30,000-bu. elvtr. Dec. 12, 1912. —C. B. Strockey.

Laramie, Wyo.—The report that I have engaged in the grain business on my own account is erroneous. I have sold all my grain interests and have severed my connection with the Overland Cereals Co., but am not now connected with the grain trade in any way.—D. O. Herrick.

ACCUSATIONS OF EMBEZZLEMENT.

BY ARTEMUS R. HOPKINS.

To accuse one of embezzlement is a serious matter to the accuser as well as the accused. Great care and profound consideration should be exercised before a charge of such a nature is preferred against any person, and one should understand thoroughly the real significance of such an accusation. Embezzlement is something more than a petty offense against the law. It is really a greater offense than larceny, and one far more reprehensible.

This crime is defined as a fraudulent appropriation of property already in the possession of the embezzler as a trust. Larceny is taking without permission the property of another and converting it to one's own use. Altho the law is so construed that the two forms of crime are usually treated similarly there is a vast difference between them in the code of ethics and morality.

It is difficult to imagine anything much more damaging to one's character and the happiness and welfare of his family, relatives and friends, than this accusation, and it should never be made excepting on the most positive evidences.

The phrase, "short in his accounts," sounds less severe than embezzled or stolen because it is more commonly used, but it has the same significance in legal parlance and will be equally damaging if used against an innocent person. A charge, using any of these equivalent terms, that is not proved leaves the accuser in danger of a suit for criminal libel, defamation of character or false imprisonment.

An audit by a competent accountant who has had experience in the grain business will not result in false accusations, and it is to be hoped that elevator owners will exercise great care in selecting auditors.

It is not infrequent that we hear charges of embezzlement preferred against station managers. In many instances, perhaps the majority, it develops that the charges were based on the most reckless and flimsy theories of so-called auditors who had imagined they had audited the accounts of the persons accused, but who, in reality, were incapable of performing such a service. These cases of imaginary shortages in accounts have been so widely commented on by the press that there has been created an impression that managers of elevators as a class are dishonest. This unsound and unjust impression should be corrected. It is not true and the percentage of defalcations in this line of business is no greater than in other branches of commerce.

There is a difference of opinion as to

whether or not a defalcation should be made public when discovered. There are persons who believe that if a shortage be discovered in the manager's accounts the fact should not be disclosed to the public, because if known outside of the "inner circle" there will be severe criticism of the supervision of the affairs of the elevator and the business will suffer.

On the other hand, the opinion is that if the manager is found to be short in his accounts it is the duty of the officers to publish the fact as widely as possible in order that the dishonest manager shall not obtain a position at another elevator and carry on the same system there.

During the year 1912 the writer had five cases of embezzlement of funds of farmers' elevator companies. In four cases the officers and directors believed in silence regarding the shortage. In all these four cases the writer effected settlements and collected the full amount of the shortages amounting in all to \$4,550.00. In the other case the fact was made public, the manager was arrested on a charge of embezzlement and the case is still pending in court.

AN attractive souvenir which will be much sought by everyone in the grain trade is being sent out by H. I. Baldwin & Co., of Decatur. It is in the form of a finely woven key chain and bears one of Baldwin's prize ears of white corn.

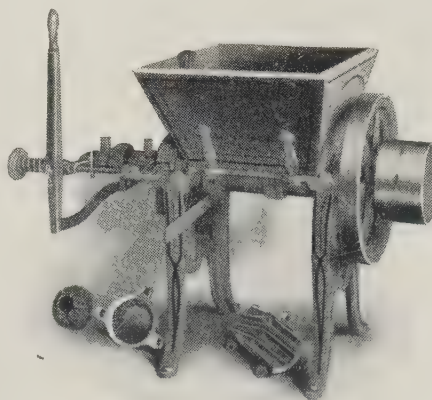
A New Feed Mill.

It often happens in the selection of a feed mill that one must be guided very materially by the amount of power available for that particular purpose; and those of our readers who have ever felt the need of a thoroly reliable grinder for use with light power will, no doubt, be interested in the new size added this season to the line manufactured by the N. P. Bowsher Co. of South Bend, Ind.

This new size is to be known as the No. 1½. It is a self-feed mill that handles both ear corn and small grain, either separately or mixed, and is constructed for use with from 4 to 6 H. P.; capable of giving full returns on all the power applied.

The "Bowsher" line now embraces mills for use with from two, all the way to twenty-five horse power. In fact, it includes a size or style perfectly adapted to almost any requirement that might ordinarily be made upon a feed grinder.

The No. 1½ embodies the same principle that has made all the other mills of this line so uniformly successful, and in both construction and operation is fully able to maintain the reputation earned by these mills.



Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

A feature which the trade invariably overlooks when values have had either a long advance or a long decline is that the influences that carried trade sentiment to extremes in either direction is certain in time to be over discounted.

Wheat is now cheap, for any commodity that can be of service as food or a public utility is cheap when it is below the cost of production. This does not follow that there may not be a further depression, for no one can measure the bounds of an abnormal sentiment in markets, or politics, or finance, but the careful money making investor waits and watches, and takes advantage of just such opportunities.

Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.

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Corn and Oat Tables —ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

Grain Dealers Journal
La Salle St. Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

C. & N. W. in GFD 11019-L quotes rules governing reconsignment of freight, effective March 7.

Ill. Cent. in sup. 3 to 601C quotes new rates on grain and grain products between Chicago, Ill., and points in Ia., Minn., and S. D., effective Feb. 15.

C. & A. in sup. 3 to A-528 quotes switching and terminal charges, also rules for switching, etc., applying at all stations on C. A. Ry., effective Feb. 20.

C. R. I. & P. quotes increased rates from points in Iowa, Minnesota and South Dakota, on wheat and corn to Chicago and Milwaukee, effective Feb. 15.

Gt. Nor. quotes new rates on wheat and corn to Chicago and Milwaukee from stations in Ia., Minnesota, and N. Dakota, and So. Dakota, effective Feb. 15.

M. & St. L. quotes increased rates on wheat and corn from stations in Iowa, Minnesota, and South Dakota, to Chicago and Milwaukee, effective Feb. 15.

C. M. & St. P. quotes new rates (increased) on wheat and corn from points in North Dakota, So. Dakota, and Ia. to Chicago and Milwaukee, effective Feb. 15.

Illinois Traction System in I. C. C. 115 quotes rates on grain from stations on that system into Chicago, Ill., via. Wabash Railway, at Decatur, Ill., effective Jan. 20.

C. & A. in sup. 1 to 536-A quotes rules governing milling, malting and transit privileges on grain, grain products and seeds at all stations on the C. & A., effective Jan. 23.

C. & E. I., effective Feb. 17, quotes new rates on malt from Auburn Park, Chicago, Chicago Heights, Dolton, Englewood, Kensington, and Mokenca, Ill., to Terre Haute, Ind., 5.2c.

Gt. Nor. in sup. 17 to GFO 21878 quotes new rates on grain and grain products, between Chicago and other rate points and points in Minn., N. D., S. D., and Ia., effective Feb. 16.

Illinois Traction System in I. C. C. 117 quotes joint proportional rates from stations on that line and Wabash Ry. via. Danville, Decatur, on grain to eastern territory, effective Jan. 20.

I. C. quotes new rates, effective Feb. 15, between Chicago and rate points and Charles City, Floyd and Orchard, Ia., on flaxseed and millet seed 17.5c; wheat, 18c; barley, corn, oats and rye, 13.3c.

A. T. & S. F. in Sup. 57 to 193 quotes rate on grain and grain products, between San Francisco, Richmond, Oakland, Stockton, Los Angeles and San Diego, and Cal., Ariz., and N. M. points, effective Jan. 20.

C. & N. W. in GFD 7170-C quotes new rates from stations on that railway in Iowa, Nebraska, North Dakota, and South Dakota, to East St. Louis, Ill., on wheat, barley, corn, oats and rye, effective Feb. 25.

M. St. P. & S. S. M. in sup. 5 to GFD 10880 quotes new rates on corn, oats, rye, speltz, and wheat from Minneapolis, St. Paul, Minnesota Transfer, and all stations taking same rates, to eastern points, effective Feb. 27.

F. A. Leland in Sup. 11 to 47 E gives rates on grain and grain products from Miss. and Mo. river points, also Ark., Colo., Ill., Ind., Ia., Kan., Ky., Mo., Neb., N. M., Okla., Tenn. and Wyo. points to La. points, effective Jan. 12.

C. R. I. & P. quotes new rates between St. Paul, Minneapolis, Minnesota Transfer, South St. Paul and Gordonville, Minn., on flaxseed, 11c; wheat, 10c; corn, rye, oats, barley, 9½c; between Lathrop, Mo., and Kansas City, St. Joseph, Mo.; Atchison, Leavenworth, Kan., on flaxseed and wheat, 7c; corn, 6c.

C. & G. W. quotes new rates on wheat from Kansas City, Mo., Kan., Leavenworth, Kan., and St. Joseph, Mo., to Chicago, Peoria, Streator, Ill. 19.5c; from Council Bluffs, Ia., Omaha and So. Omaha, Neb., to Chicago, etc., 18.5c.

Ann Arbor in sup. 8 to GFD A417 quotes new rates on grain and grain products from stations of that road to New York, Buffalo, Philadelphia, Baltimore, Boston, and Pittsburgh, also points in Eastern New England and Canada, effective Feb. 14.

Minn. & St. L. in sup. 5 to 1590B quotes new rates on grain and grain products from East St. Louis, Peoria, Chicago, Ill., St. Louis, Kansas City, Mo.; Duluth, Minn.; Superior, Wis., and other rate points, and M. St. L. stations, effective Feb. 15.

K. C. Sou. in Sup. 1 to 1554F quotes rates on grain and grain products from Kansas City, Missouri River points, Fort Smith, Ark., Texarkana, Ark., and Shreveport, La., also Westville, Okla., De Queen & East stations, effective Jan. 18.

G. N., effective Feb. 16, quotes new rates between Chicago, and Manley, Minn., on flaxseed and millet seed, 21½c; on wheat, 18c; on rye, barley, corn and oats, 17c. Between Chicago, and Hills, Minn.; flaxseed and millet seed, 22c; on wheat, 18c; on rye, oats, barley and corn, 17c.

Union Pacific quotes new rates on wheat 26c and corn 23c from Kingsville, Ross-ville, St. Mary, Belvue, Wamego, St. George, and Manhattan, Kan., to Galveston, Tex., Port Bolivar, Texas City, Tex., Chalmette and West Chalmette, La. (destined for export), effective Feb. 15.

M. P. in sup. 12 to 1980C quotes new rates on grain and grain products, effective Feb. 26, from Okla. stations to Belmont, Mo.; Bird's Point, Mo.; Cairo, Ill.; Memphis, Tenn.; Evansville, Ind.; when destined for Southeastern points, also Memphis, Tenn., and New Orleans, La.

C. & N. W. quotes new rates on grain and grain products from Mason City, Linn Grove, Algona, and other Ia. points, Mankato, New Ulm, Traverse Wanda, and other Minn. points, and Elkton, Frankfort, Houghton and other S. D. points to Chicago and Milwaukee, effective Feb. 15.

C. St. P. M. & O. quotes new rates on oil cake and oil meal from Sioux City, Ia., to Omaha, Neb., 7.5c, on corn, rye, oats, barley, speltz, kafir corn, grain screenings, malt and malt sprouts from St. Paul, Minneapolis, Duluth, Superior, Superior East End, and Itasca, Wis., to Marshfield and Elroy, Wis., 7.5c. Wheat, from Minneapolis and St. Paul, Minn., to Menominee, Wis., 7.5c, effective Feb. 8.

C. & N. W. quotes new rates from Omaha, Neb., to Botna and Kirkman, Ia., wheat 9c, corn, alfalfa meal or feed, 8c; from Council Bluffs, Ia., to Botna, alfalfa feed, corn, alfalfa meal, 7.2c, to Kirkman, Ia., wheat 8.4c, corn, alfalfa feed and meal 7.5c; from Missouri Valley to Botna, wheat 8c, corn, alfalfa feed and meal 6.6c, to Kirkman, wheat 8.4c, corn, alfalfa feed 7c (when originating beyond Omaha).

D. S. S. & A. quotes rates on grain and brewers grits on traffic originating in Ill., Mich., Neb., N. D., S. D., Minn., and Wis. from Champion, Negaunee, Ishpeming of 6¾c; Baraga, Mich., 6c; Kearsarge, Calumet, Continental, Lake Linden and Laurium, Mich., 11¼c; Houghton and Hancock, Mich., 6¾c; L'Anse, Mich., 6c; Marquette, Mich., 5c; Mass., Mich., 8¾c; Sault Ste. Marie and St. Ignace, Mich., 11c, effective Jan. 25.

Burlington C. B. & Q. quotes new rates from Swanwood and Yoder, Ia., to Chicago on flaxseed, 18c; wheat, 18.9; corn, 12.5; to Peoria, Ill., flaxseed, 15.5c; wheat, 12.4c; corn, 11c; to Hannibal, Mo., flaxseed, 15.5c; wheat, 12.4; corn, 11c; to St. Louis, flaxseed, 18c; wheat, 13.9; corn, 12.5; effective Feb. 20. Grain originating beyond and milled in Independence, Mo., to Chicago, and Galena, Ill., 12c; Peoria, Galesburg, Ill., 10.5; to St. Louis, Mo., 9c; to St. Paul and Minneapolis, and other rate points, 14c; effective Jan. 18. Beginning Feb. 20, wheat from East Bridger, Mont., to Billings, Mont., 10c.

C. St. P. M. & O. quotes new rates between Vernon Center, Amboy, Winnebago, Blue Earth, Elmore, and St. Paul, Minneapolis, or Minnesota Transfer on flaxseed, 12c; wheat and coarse grain, 9c; between same points and Duluth, Minn., Superior, Superior East End., Itasca, Ashland, Washburn, or Bayfield, Wis., on flaxseed, 15.5c; wheat and coarse grain, 13c; between same points and Chicago, Milwaukee or Manitowoc on flaxseed, 18.5c; wheat, 16.5c; coarse grain, 15.5c; effective Feb. 22.

C. & N. W. in sup. 6 to GFD 11475-A which quoted rates on grain and flaxseed between stations in Ill., Wis., etc., and stations in Ia., Minn., North Dakota, and South Dakota, which are withdrawn and cancelled by special ruling of Interstate Commerce Commission, becoming effective Feb. 15, by issuance of sup. 13 which cancels sup. 6. All tariffs effective to date are found in sup. 12 and 13, which quote rates on grain and flaxseed between stations in Ill., Wis., and stations in Ia., Minn., N. D. and S. D. in connection with participating carriers.

C. R. I. & P. in sup. 73 to 10389-C quotes new rates on grain, grain products, flax and millet seed, between St. Louis, Mo., East St. Louis, Mo., Alton, Ill., Quincy, Ill., and Hannibal, Mo., and stations in Ill., Ia., Minn., Mo. and So. Dakota, on the C. R. I. & P., also Armourdale (Kansas City, Kan.), Atchison and Leavenworth, Kan., also on grain and grain products from stations in Ia., Minn. and So. Dak., on the C. R. I. & P. to Cairo, Ill., Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined for Southeastern and Carolina territories, effective Feb. 15.

C. R. I. & P. in sup. 3 to 27537-A quotes new rates on grain and grain products from stations in Ill. and Ia., also reshipping rates from Peoria and Pekin, Ill., to Boston, Mass., New York, Albany, Utica, Syracuse and Rochester, N. Y., Phila., Pa., Baltimore, Md., Montreal, Quebec, Can., and other eastern points, also from stations in Ill., Ia., Kan., Minn., Mo., Neb., to stations in Ind., Ky., New York, O., Pa., also from Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo., to Lamberts Point, Newport News, and Norfolk, Va., when destined for export, effective Jan. 4.

C. St. P. M. & O. will make, effective Feb. 15, between Chester, S. D., and Chicago, flaxseed, 22c; wheat, 19c; corn, 19c; between Chester, S. D., and St. Paul, Minn., flaxseed, 16c; wheat and corn, 13c; between Chester, S. D., and Duluth, Minn., flaxseed, 20c; wheat and corn, 17c. From Duluth, Superior, Superior East End, and Itasca, Wis. (when originating beyond) to St. Louis, Mo., flaxseed and screenings, flaxseed hulls, millet seed, flax bran, shives, 16c; wheat and buckwheat, 14c; barley, corn and elevator dust flour refuse, grain screenings, malt, malt sprout, mill refuse, oats, oat clips and articles taking same rates, 11.5c; to East St. Louis, Ill., flaxseed and screenings, flaxseed hulls, millet seed, flax bran, shives, and refuse, 14c; barley, corn, elevator dust, flour refuse, grain screenings, malt, malt sprouts, mill refuse, oats, oat clips and articles taking same rates, 11.5c; effective Jan. 25.

A grain man should not be without the Grain Dealers Journal.—C. E. Fitzsimmons, Elk Prairie, S. D.

MARKS: I hear that you have been operating in the wheat market. Parks: You've been misinformed. I've been operated upon.

CABLE rates were reduced Jan. 1 from \$2.00 to \$1.25 per 12 words by the Western Union Telegraph & Cable Co. between Chicago and Liverpool.

Every grain dealer should be a subscriber to Grain Dealers Journal. The article on scales in last issue best ever read.—J. J. Mullaney, Sioux City, Ia.

I do not care to be without the Grain Dealers Journal, as it is the best paper for the grain dealer.—Ed. A. Harseim, agt. Amenias Elvtr. Co., Binford, N. D.

Supply Trade

Chicago caller: Max Hurd, mgr. of the Union Iron Works, Decatur, Ill.

Peoria, Ill.—Stacy B. Hart, head of the Hart Grain Weigher Co., died recently.

Jersey City, N. J.—The General Elevator Co., Inc., has been formed for the purpose of the construction of elevators, with capital stock of \$10,000.

Madison, Wis.—The Madison Gasoline Engine Co., which was recently organized, is rapidly perfecting arrangements to take an active part in the engine trade.

Sherman, Tex.—A recent incorporation is that of the Texas Ventilated Granary Co., with capital stock of \$2,500, for the manufacture of ventilated granaries.

St. Louis, Mo.—Phillip Reuter, president of Reuter-Jones Mfg. Co., was recently found dead in a secluded portion of the factory. Mr. Reuter belonged to a family of millers, his father at present being interested in the Huegly Mfg. Co.

Regina, Sask.—The application of the Minneapolis Steel Machinery Co. for a site at that of the corner of Halifax St. & 6th Av. has been favorably recommended to the city council on the understanding that the company build a warehouse to cost between \$50,000 and \$100,000, as offered in application.

Philadelphia, Pa.—The February "Otto Cycle," published by the Otto Gas Engine Works, is mostly given to testimonials of users, in behalf of Otto power. A number of special articles will make it of much interest to the grain dealers who are regularly receiving it. The name of any Journal reader will be gladly added to their mailing list upon application.

"I only recently began to read trade paper advertising," said a dealer not long ago. "I kept the ads more as a directory of the trade. But nowadays there's getting to be such live business-like stuff in some trade-paper advertising that I feel I'm missing something if I don't look them over. And my trade paper is more valuable to me, because many of its ads are so full of real ideas."

Chicago, Ill.—The Ceresit Water-proofing Co. have added a Superintendent Dept. which will be in charge of J. J. Lyons. The purpose of this department is to superintend any structure where engineers or architects desire to have a check on the contractors on the waterproofing. Bond of guarantee is to be given where desired. There have been many applications for service of this kind and this new department speaks well for the progressiveness of the Ceresit Co.

Moline, Ill.—The new reinforced concrete buildings of the Barnard & Leas Mfg. Co., Moline, Ill., are completed and the machine tools are being installed. Temporary quarters occupied since the fire are being vacated and the new shops will be in full operation in about 30 days. William Ebert, representing the Barnard & Leas Mfg. Co., as mill machinery salesman in southern territory for the past thirteen years, with headquarters in Louisville, will remove to the head office in Moline, Ill., as salesman for adjacent territory.

St. Louis, Mo.—The Whitman Agricultural Co. announces the purchase of the plant, equipment and patents of Second & Orr, Jackson, Mich., manufacturers of gasoline engines.

Chicago, Ill.—A very interestingly written and illustrated booklet published by W. H. Salisbury & Co. claims to show the way to absolute rubber belt satisfaction. They offer it to any reader of the Journal who may desire it and will make request.

Milwaukee, Wis.—The Milwaukee and West Allis properties of the Allis-Chalmers Co. were recently sold by Special Master Commissioner G. W. Hazelton to J. H. McClement of New York, chairman of the reorganization committee and representing the buyers' committee, for \$2,500,000. This bid was the only one made and was accepted, the sale being held for the purpose of obtaining money with which to pay interest on outstanding first mortgage bonds held by the Continental and Commercial Trust and Savings Bank of Chicago.

New York.—On account of the worldwide ramifications of the Western Electric Company the final figures as to the results of the year 1912 will not be completed much before April 1st. The sales will be between 71 and 72 millions, which is slightly more than in 1906, the previous largest year in the company's business. The increase has been in American sales outside of the Bell System, which have increased about 100% over 1906, and in European sales, which were the largest in the Company's history. The results have been accomplished by an energetic selling campaign in the face of increased and increasing competition.

There has been a notable endeavor on the part of commercial motor vehicle makers during the past year to fill the requirements in all lines of trade for light motor delivery wagons and trucks. The number of retail merchants in the country greatly exceeds the number of manufacturers, and there is consequently a tremendous field for sales of light motor wagons for delivery purposes. A number of the long-established truck makers have consequently turned their attention in this direction and many new companies have entered the industry to specialize in delivery wagons and light trucks ranging in capacity from 750 pounds to 3,000 pounds. This development will be strongly indicated at the Chicago Automobile Show, the second week of which, February 10 to 15, has been set apart exclusively for the exhibition of commercial vehicles, to give business men a chance to inspect the cars critically and talk with exhibitors without the annoyance and interruptions incident to the crowds of pleasure seekers attracted by the passenger vehicles. There are, represented by the seventy-seven exhibitors, 95 models of trucks from 500 pounds to 2½ tons' capacity, and 72 models of three to ten tons' capacity. It should not be inferred that manufacturers have neglected the larger sizes. Many entirely new models of five-ton trucks will be exhibited at the show. They embody the best engineering skill obtainable and the highest class of workmanship and best quality of materials. They are built for the severest kinds of heavy hauling.

DULUTH received 72,000,000 bus. wheat during the 7 months prior to Feb. 1, against 27,000,000 bus. during the corresponding 7 months a year ago.

We Buy and Sell
Wheat Screenings, Cane seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.
HENRY LICHTIG GRAIN CO., Kansas City, Mo.

SEEDS Red, Alsike, White and Alfalfa Clovers, Timothy and Millet Seed, Field Peas and Seed Corn.

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AND GRADER Should be in every Seed House, Grain Elevator, Corn Crib or where corn is shelled. It shells and grades seed corn, removes smutty end or bad grains from good seed ears. Works better and quicker than a \$30 machine. Price \$1.00. Write for circular. Agents wanted.
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First class Millwright, one of experience in Grain Elevator work. Steady position to right man. State experience, age, references and salary expected in first letter. Address

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Supreme Court Decisions

Intention to Deliver on Future Contract.—Where, in an action to recover money paid out and expended, together with commissions, for defendant's benefit, defendant pleaded that the transaction was a gambling contract in cotton futures, in violation of Revisal 1905, §§1687-1691, the burden was on plaintiff to prove that the transaction was a lawful one, and that actual delivery of the cotton was intended by the parties.—*Cobb Bros. & Co. v. Guthrie*. Supreme Court of North Carolina. 76 S. E. 81.

State Regulation of Rates.—Where a state railroad commission, in establishing rates, has made adequate inquiry, affording all parties in interest a chance to be heard, there is a presumption that the rates established are reasonable; and it is immaterial to their legality how the inquiry was initiated, or what motive actuated the commission, so long as it had jurisdiction and did not exceed its authority.—*Thompson v. Railroad Commission of Louisiana*. U. S. District Court, Eastern District of Louisiana. 198 Fed. 691.

Risk of Defective Car Puller Not Assumed.—Where plaintiff was injured, while operating a car puller drum for the first time, by reason of a defect in the machine, which was not obvious to an ordinary person without experience, and he was not warned of any danger in operating the machine, and did not know that it was defective or unsuitable for the purpose for which it was being used, and in the method in which it was used, he did not assume the risk.—*Spencer v. Updike Grain Co.* Supreme Court of Iowa. 133 N. W. 820.

Public Weighers.—Under Pen. Code 1911, art. 996, providing that it shall be unlawful for any person except a regularly appointed weigher or his deputy to weigh any cotton, wool, sugar, or hides required to be weighed, sold, or offered for sale in any city having a public weigher, the public weigher of a municipality is entitled to enjoin an unauthorized weigher who set up his establishment just outside the municipality, so as to weigh property bought and offered for sale therein.—*Perry v. Carlisle*. Court of Civil Appeals of Texas. 151 S. W. 1155.

Distribution of Cars.—The interstate commerce act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. Stat. 1901, p. 3154]), does not deprive state courts of jurisdiction of actions at common law, or under Act June 4, 1883 (P. L. 72), to recover damages caused by discrimination of carriers, though the discrimination relates to supply of cars used in interstate commerce, so long as Congress has not legislated specifically with reference thereto.—*Walnut Coal Co. v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 85 Atl. 440.

Execution of Contract.—Defendant indicated to plaintiffs his desire to sell his corn, to "clean up everything," and "get all the money he could," and requested plaintiffs to state "what price they would give for the new, and what is the best for the old corn." Plaintiffs replied, "You say you want to sell your corn, new and old," and continued, "Could give you 45 cts. pr. bu. for your new and 94 cts. pr. hundred for old corn," to which defendant replied that he would sell the corn on the home farm "at your price, 45 cts. pr. bu.," and "as to the old corn, would like a little more." Held, that defendant's acceptance was at most only for the new corn, and was not as broad as the offer, which included both the old and new corn; and hence did not create a valid contract of sale.—*Bert Miller of Flora, Ind. v. Sharp*. Appellate Court of Indiana. 100 N. E. 108.

Limitation of Carrier's Liability.—Where the limitation of damages in a receipt for goods shipped was not in any manner called to the attention of the shipper, nor assented to by him, it is not binding on him. *Higgins v. United States Express Co.* Supreme Court of New Jersey. 85 Atl. 451.

Warranty of Seed.—Where defendant contracted to deliver to plaintiff broom corn seed of a certain variety and delivered other and less valuable seed, plaintiff was entitled to recover, not only the difference between the value of the seed delivered and that contracted for, but the difference between the value of the crops produced from the seed delivered and the value of the crops that would have been produced from the seed contracted for.—*American Warehouse Co. v. Ray*. Court of Civil Appeals of Texas. 150 S. W. 763.

Breach of Policy.—A provision in a fire policy which prohibits the keeping or use of gasoline on the premises without the consent of the insurer will not be strictly construed, and, where a fire occurs from the use of gasoline in a gasoline torch in the burning off of old paint on the building insured, and not from any explosion of gasoline stored on the premises, the mere use of gasoline in the torch will not prevent a jury from returning a verdict for the insured.—*Lebanon County v. Franklin Fire Ins. Co. of Philadelphia*. Supreme Court of Pennsylvania. 85 Atl. 419.

Distribution of Cars.—Where a railroad engaged in transporting coal groups mines for purposes of service and for the equitable distribution of cars, a state court has jurisdiction, in the absence of any order of the Interstate Commerce Commission, affecting the system adopted in its relation to the distribution of cars engaged in interstate commerce, over a suit by a shipper against the railroad for a departure from the system adopted, resulting in an unlawful discrimination against plaintiff, whether the cars are intended for interstate or intrastate shipment.—*Puritan Coal Mining Co. v. Pennsylvania R. Co.* Supreme Court of Pennsylvania. 85 Atl. 426.

Freight Overcharge.—Tho the parties to an interstate transportation contract cannot, by agreement, mistake, or otherwise, fix a rate different from any established under the Interstate Commerce Act, nevertheless proof, in an action for overcharge, that a rate less than that charged by the carrier at destination was contracted for and inserted by the carrier's agent in the bill of lading, and that plaintiff paid the increased rate at destination under protest, was sufficient to establish a prima facie case, the burden then shifting to the carrier to show that the higher rate had been established in accordance with the requirements of the Interstate Commerce Act.—*Hunter v. St. L. & S. F. R. R. Co.* St. Louis Court of Appeals. 150 S. W. 733.

Breach of Contract of Sale.—Where one who has entered into a binding agreement to take and pay for grain to be delivered in the future notifies the seller, before the time fixed for delivery, that he will not receive and pay for the grain, if tendered at that time, the seller may treat the contract as rescinded and sue for whatever damages he has sustained at the time the purchaser repudiated the contract. But this is not the exclusive remedy of the seller. He may refuse to agree to a rescission of the contract, and may treat it as continuing until the time arrives for performance; and if, at that time, the purchaser refuses to take and pay for the goods, after they are tendered to him in accordance with the terms of the contract, the seller may, under the provisions of Civil Code 1910, § 4131, after notice to the purchaser, resell the goods at the place of delivery, acting for this purpose as the agent of the vendee, and recover the difference between the contract price and the price on resale.—*Southern Flour & Grain Co. v. St. Louis Grain Co.* Court of Appeals of Georgia. 75 S. E. 440.

Carriers Must Exchange Intracity Freight.—An injunction would not be granted to restrain the enforcement of an order of the Michigan Railroad Commission to carry out Pub. Act, 1911, No. 139, requiring carriers operating within the state to receive and transport at reasonable rates car load traffic between points in the same city or town, or from a junction or transfer point or intersection with another railroad, to team or other sidings of any line, on the ground that service would entail large expense and require the acquisition of additional lands for additional terminal facilities, and would also result in congestion of traffic, the latter objection being supported only by ex parte affidavits.—*Grand Trunk Ry. v. Michigan R. R. Commission*. U. S. District Court. 198 Fed. 1009.

Warehousemen's Bonds.—In passing upon the sufficiency of bonds furnished by the elevator companies, or the necessity of requiring new bonds, the jurisdiction of the board is over the elevator companies rather than over the bonding companies or sureties. It has therefore no right, in case of a controversy between the ticket holders of an insolvent elevator company and a surety or bonding company, to summon the said bonding company before it and threaten to cancel its bonds unless it so appears and makes satisfactory settlement with the said ticket holders. It may not seek by such means to force a settlement. It may, however, inquire into the transaction for the purpose of satisfying itself as to the business reliability of said bonding company, and, if dissatisfied with the good faith or business methods of said surety, require other bonds to be given by the elevator companies.—*State ex rel. Dakota Trust Co. v. Stutsman*. Supreme Court of North Dakota. 139 N. W. 83.

Rights of Consignee.—Where a common carrier issues its B/L to a named consignee, and subsequently, by mistake, issued a waybill or manibill covering the same property described in the B/L, directing delivery to a different consignee, and the property was delivered by the carrier to the latter under the waybill, and thereafter the carrier paid to the holder of its B/L the full value of the property covered thereby, which was accepted in full satisfaction of the loss resulting from the wrongful delivery of the property, all the title or right of possession to the property described in the B/L would thereupon pass, by operation of law, to the carrier; and the one to whom the B/L had been issued, and to whom the carrier had made settlement for a wrongful delivery, could not thereafter bring suit in his own name to recover the property, or the value thereof, from the person to whom the actual delivery had been made under the manibill or waybill.—*Hunter, Pearce & Battey v. Lawton-Anderson Co.* Court of Appeals of Georgia. 76 S. E. 782.

Supervision of Warehousemen.—Under section 2247, Rev. Codes 1905, which requires operators of grain elevators to file with the Board of Railroad Commissioners a bond running to the state with good and sufficient sureties to be approved by such commissioners, and conditioned for the faithful performance of their duties as public warehousemen, and under section 2242, Rev. Codes 1905, as amended by chapter 230 of the Laws of 1909, and which, among other things, gives to the Board of Railroad Commissioners the power "to investigate all complaints of fraud or oppression in the grain trade of this state and correct the same," such board may examine into the sufficiency of such bonds both as to the form and the general business conduct and reliability of the sureties, and for such purpose may summon any witnesses before them that they please. Whether they can, in such cases, by court procedure or otherwise, compel the attendance of such witnesses and require testimony under oath is a matter not here determined.—*State ex rel. Dakota Trust Co. v. Stutsman*. Supreme Court of North Dakota. 139 N. W. 83.

One Cent for Cleaning Corn Reasonable.

Beutke Bros., Blackwell, Okla., v. Fort Worth Elevator Co., Fort Worth, Tex., before the Tri-State Appeal Board of Arbitration, on an appeal from the Texas Grain Dealers' Arbitration Com'ite:

The car of corn was shipped within contract time, and when it arrived at Fort Worth, Tex., it was proved to have been in bad order and would not grade No. 3 corn. There is evidence that there was some correspondence between the shipper and the receiver, but no definite agreement arrived at as to a basis of settlement, and there also appears to have been an unreasonable amount of negligence on the part of both plaintiff and defendant as to the disposition of the car of corn.

It is evident that the car of corn after having been cleaned would grade No. 4 white, and the market difference on Jan. 11, the time which we regard the shipment should be made, between No. 3 white and No. 4 white was one cent per bushel. We also regard one cent per bushel for cleaning the corn as reasonable.

The car of corn after having been cleaned weighed 747½ bus., and after deducting two cents from the purchase price, and allowing 77c, which amounts to \$575.57, draft paid by Fort Worth Elevator Co., \$500, plus freight and inspection, \$114, total, \$614, deducting \$575.57 from same, leaves a balance of \$58.43 which is due the Fort Worth Elevator Co. and which amount we decree that Beutke Bros. pay to Fort Worth Elevator Co. Inasmuch as the award of this Board is less than the award of the lower Board, we also decree that the cost of this arbitration be charged to the Fort Worth Elevator Co. and the deposit fee of Beutke Bros. be returned.

J. H. SHAW }
L. G. BELEW } Com'ite
H. WORK }

No Charge for Unofficial Weight and Inspection.—Error to Forward Car Without Shipper's Consent.

Howe Grain & Mercantile Co., Howe, Tex. plaintiff, v. the Wichita Mill & Elevator Co., Wichita Falls, Tex., before the Arbitration Com'ite of the Texas Grain Dealers Ass'n.

On July 14, 1911, defendant sold to plaintiff 5,000 bus. No. 3 or better Texas red oats in uneven weight sacks at 58½¢, freight paid to Vicksburg, Miss., Vicksburg weights and grades. And on July 21, 1911, defendant made a further sale of 500 sacks of No. 2 Texas red oats to plaintiff at 59½¢, freight paid to Vicksburg, Miss., and as in the former contract, also on Vicksburg weights and grades. Later the plaintiff requested this latter purchase to be shipped in two cars of 1,500 and 1,000 bus., respectively, and when defendant ascertained that a 40,000 minimum applied to Vicksburg, the defendant was permitted by plaintiff to include in the shipment 250 bus. No. 3 Texas red oats at 52 cents, freight paid to Vicksburg, Miss.

The defendant shipped the oats, and on arrival at Vicksburg, one of the cars was first graded No. 3, the same having been shipped for No. 2. It stood quite a while pending adjustment, and finally was graded on reinspection No. 2. Considerable demurrage accrued on this car, and plaintiff contends that defendant should stand this charge, as well as other charges due to its first having been inspected No. 3. But as it was finally found to grade No. 2 on reinspection, these charges should not be borne by defendant.

There was several dollars demurrage charged on all the cars, and it appears that defendant was delayed in getting drafts with Bs/L to plaintiff, more or less, on all the cars, and we find that 5 days, including the 2 days free time, was a reasonable time in which the drafts of plaintiff should reach Vicksburg after leaving Howe, and we will therefore revise the demurrage charges in plaintiff's bill to this basis.

The plaintiff has also made a charge of \$1 per car for inspection and weighing at Vicksburg. As there was no official inspection and weighing at Vicksburg, we think such charge improper, and we will accordingly order same eliminated.

One of the cars of No. 2 oats was shipped to Vicksburg, and by plaintiff was forwarded to some point in Alabama, the same grading No. 2 clipped in Vicksburg, and when it reached the Alabama destination it was there rejected on account of being clipped. But it appears that it had already been forwarded from Vicksburg by

the agent of plaintiff before complaint was made to defendant on this ground. The oats having been specifically sold on Vicksburg grade, we will hold that plaintiff was in error when forwarding the car from Vicksburg without first obtaining the consent of defendant, and we will eliminate the charges rendered by plaintiff for the misgrade of this car on account of being clipped.

We will render in favor of the plaintiff for the sum of \$92.39 on the account revised.

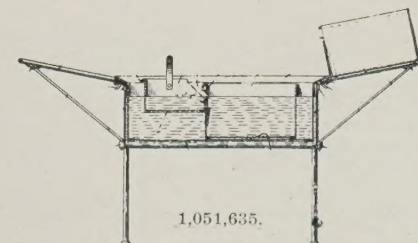
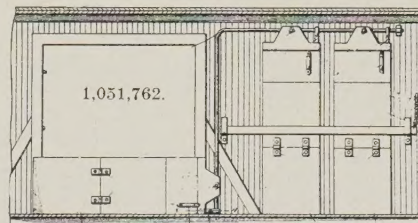
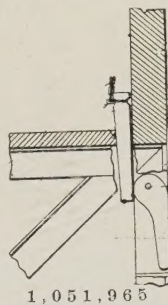
A. B. CROUCH, A. P. HUGHSTON,
E. N. NOBLE, Com'ite.

Patents Granted

Seed Cleaning Machine. No. 1,051,635. (See cut.) Budd Reeve, Buxton, N. D. A tank, in which a seedbox, with perforated bottom fits, whereby the weed seeds may rise to the top, with other imperfect grain, when a quantity of grain is poured in, and so arranged with a bucket, with perforated bottom that the grain is separated from the foreign matter. Means direct the pure grain into the seed box.

Grain Door. No. 1,051,762. (See cut.) Frank C. Reynolds, Sterling, Colo. An arrangement whereby a car door may be raised and lowered thru an angular guide bar which is hung vertically, and turns to a horizontal position. Doors are suspended from this guide bar and may be moved across the bar and down in to position across the doorway. The doors are hinged in the center to prevent sagging and are held in position by a guide rail on the opposite side of the door.

Grain Door. No. 1,051,965. (See cut.) Walter J. Milloway, Larned, Kan. A grain door with a supporting structure provided with a compartment; a door mounted to slide into the compartment; a pin insertible into the compartment, there being an opening in the door, in which opening the pin may rest; and a lever pivoted to the door and adapted to protrude beyond the door, to constitute a means for moving the door, the lever having a cam portion adapted to engage the pin, to maintain the pin in the door.



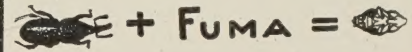
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This book is planned for recording agreements for the delivery of grain bought. By its use each party thereto obtains a clear statement of what is intended by the owner, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold.....bushels of..... at.....per bu., to be delivered on or before..... It also certifies that he has received.....dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4½". If you contract for grain you cannot afford to be without these blanks.

Order form No. 9. Price, 50 cents
GRAIN DEALERS JOURNAL
255 La Salle St. CHICAGO, Ill.

FIRE LOSSES IN GRAIN ELEVATORS.

Sec'y McCotter of the Grain Dealers National Mutual Fire Ins. Co., which recently completed its 10th year, is performing a real service for owners of grain elevators, in the compilation of accurate records of fires occurring in grain elevators from year to year. Having kept an accurate record for 10 years, the results are more and more reliable and the conclusions more convincing. His report for last year covers 49 fires in grain elevators.

The record of the 428 fires discovered in grain elevators during the past 10 years discloses the fact that 41.1% of the losses were total; 37.2% were but partial and in 21.7% of the fires no claim for loss was filed.

The kind of power used in these 428 plants credited steam power with 38.3%; gasoline 53.2%; horse power .9%; water power .4%; electric power 2.4%; no power 4.8%. Of these fires 39.3% occurred between 7 AM and 7 PM, and 43.5% occurred between 7 PM and 7 AM. In 17.2% of the fires no time was reported.

One of the most interesting features of the grain elevator fire statistics is the figures showing the causes of fires occurring during the past 10 years in grain elevators. It merits careful study by all elevator owners and operators, that it may help them to prevent fires in their property from the same causes. The table of causes follows:

CAUSE OF FIRES FOR TEN YEARS.			
Locomotive sparks....	68	15.8	\$107,181.20
Lightning	124	28.9	50,347.23
Friction	44	10.2	99,406.51
Origin in power and			
cob house	33	7.7	70,722.28
Outside exposure....	42	9.8	46,177.80
Supposed incendiary..	12	2.7	33,790.74
Unknown	48	11.1	141,647.92
Spontaneous combustion	16	4.7	37,971.16
Tramps	7	1.6	18,235.50
Exhaust pipe.....	4	.9	4,600.22
Leaky supply pipe....	5	1.1	34.85
Overheated stove and			
defective stovepipe..	10	2.2	13,153.00
Miscellaneous (less			
than 1% each).....	15	3.3	19,604.95
	428	100.0	\$642,873.36

As for many years past, the water barrel, with its calcium chloride solution, is credited with extinguishing several fires, so that but small claims or none were presented for the loss resulting. The insurance of the properties known to have been saved from fire by means of this fire fighting apparatus last year was valued at over \$19,500, yet the claims due to fire loss aggregated only \$13.64. During the 10 years the company has been in existence 16.31% of the fires known to have occurred in grain elevators were extinguished by means of barrels and buckets, with small loss, while the insurance on these plants aggregated about \$275,000.

In reviewing the fires reported for 1912, Mr. McCotter says:

SEVENTEEN LIGHTNING STROKES caused a loss of \$8,500, which is next to the largest amount in any one year, and there were three locomotive spark losses for \$6,200, which is next to the smallest losses from that cause in any one year. These results were undoubtedly largely due to climatic conditions, with more thunderstorms than usual to increase the lightning hazards, and more dampness than usual to prevent a spark loss. Yet each one of these losses occurred to a building which was not ironclad and had shingle roofs.

For the ten years it makes \$150,000 in losses from these two causes, and in all but one case being buildings with shingle roofs.

It is self-evident that lightning rods are

a profitable investment to guard against a lightning loss in the busy season of the year, and that the credit on the rate for a metal roof, ironclad building is big interest on the investment, besides the greater safety as against both lightning and locomotive sparks.

We had a common experience of a \$3,800 loss from an overheated stove or defective flue. The largest loss from any cause is that old one of friction which with modern machinery, shafting and bearings should and could be avoided. We had three losses traced to that mysterious cause called spontaneous combustion. This cause is not mysterious when damp litter or stock is allowed to accumulate and proper conditions of cleanliness are not maintained. Nearly \$2,400 was paid where through carelessness a lantern was filled with gasoline instead of kerosene and then exploded.

Property on which an insurance company assumes liability is left in the control of the policyholder and the fires which occur are entirely due to the handling of the property owner or his employees. The insurance company, whether stock or mutual, in paying a loss does not take the money out of its capital or any other private funds, but meets the losses entirely from the premium income collected from the policyholders. Hence, the fires which are allowed to occur that were preventable through better features of construction or care in the housekeeping are factors which determine the insurance rate or cost. While the individual having a fire will then through the benefits of insurance receive reimbursement for a part or all his loss due to his own neglect, he at the same time is burdening his neighbors or other members of the insurance company to the extent that he is reimbursed.

It is said that in Germany each property owner or tenant is held responsible for the fires which start on his premises and has some liability for damages resulting to others. To students of fire insurance the law seems just, but with the indifference common among so many in the United States toward a loss covered by insurance a great many would be bankrupt before the people were educated to their obligations. The custom is to sympathize with an individual having a loss occasioned through his own carelessness. While there is no point in the present laws for an insurance company to deny liability except for direct firing of the property, and your Company has no desire to evade its responsibility, yet your Secretary would be willing to see the day when a grain dealer having a loss would be questioned or criticized by other grain dealers for a careless loss for which the other policyholders had to contribute.

The foregoing will appear as a radical sentiment to many, but we ask if it is not just. One thing for which your Company has always stood is that it is a company of the policyholders and the policyholders increase or decrease their own insurance cost. The management of the Company has its responsibility and is subject to criticism for carrying insurance where carelessness and indifference is common or for permitting hazards known to be the frequent cause of fires.

LIVERPOOL traded in futures to the extent of 31,520,000 quarters graded red wheat (4,801 lbs.) during 1912; compared with 32,893,000 quarters during 1911. The tenders against contracts in 1912 were 162,384 quarters American wheat; compared with 226,318 quarters during 1911.

CORN is used at home rather than sent away from the farm, according to figures compiled by the Department of Agriculture. It is estimated that only 19% leaves the farm, and of that, 9.1% is used in milling, 4.4% used in feed in towns, 1.7% is exported, 1.5% is used in the manufacture of glucose and starch, and 1.3% used in making distilled and malt liquors. Farm consumption is greater, 31.5% is fed to horses and mules, 31.3% fed to swine, 11% fed to cattle and other than milch cows, 10% to milch cows, 4.2% to poultry, 2.6% to sheep, 4% to humans as food, and 1 per cent used as seed. The actual farm consumption for the last five years has been 85.6 of the total crop.

Annual Report Ohio Grain Dealers' Mutual.

The eleventh annual statement of the Ohio Grain Dealers' Mutual Fire Insurance Ass'n shows that the total cost per \$100 at risk was only \$1.30, with a net surplus which is only about \$1,000 short of the amount permitted by the state law.

The receipts for the year for interest, fees, cash on hand, etc., amounted to \$14,615.25 and the disbursements, including losses, operative expenses, etc., totaled \$12,231.39, which shows a cash balance, admitted under the state laws of \$2,383.88. Additional assets bring the total up to \$8,873.08. Insurance of \$1,282,300 is in force, covered by 523 policies. The company has no liabilities.

PARCEL POST causes delay. Samples are delayed. Conditions may improve later. Uncle Sam finds elephants and threshing machines hard to juggle. Better service is more desirable than penny postage. One party calls the new system the Partial Post.—C. A. King & Co.

The Tri-State Mutual Grain Dealers Fire Insurance Co., of Luverne, Minn., wrote \$1,919,808.33 insurance in 1912, and during that year received \$34,405.97 in premiums and paid losses to the extent of \$13,568.03. It is estimated that this company saves about 50% of the cost of insurance to its policy holders.

"Ten Years of Mutual Insurance" is a pamphlet of 20 pages issued by the Grain Dealers National Mutual Fire Insurance Co., giving a history of the company from its organization, Aug. 5, 1902, to date. This interesting brochure contains a matter-of-fact account of the methods and principles which have made successful the first mutual fire insurance company organized by grain dealers for grain dealers. Copies will be mailed to Journal readers on application to C. A. McCotter, sec'y, Indianapolis, Ind.

WISCONSIN has made nearly a clean sweep in all the contests in which it entered at the national grain and corn show at Columbia, S. C. Twelve first prizes form the total of Wisconsin's winnings. First prizes in the national contest were won on Oderbrucker barley, pedigreed barley, pedigreed rye, sheaf barley, sheaf oats, sheaf wheat, sheaf alfalfa, Japanese buckwheat, and clover seed. In the northern zone Wisconsin won first on ten ears of yellow dent corn, first on ten ears of white dent and first on a single ear. These were the only classes in which Wisconsin entered.

OKLAHOMA CITY, OKLA.—Oklahoma, lacking a law providing for the licensing of mutual fire insurance companies of other states to do business in Oklahoma, the Grain Dealers' Ass'n has taken it upon itself to secure an amendment of the present law, so as to permit outside companies to do business in the state and thereby insure a lower rate and better insurance for the grain elevator owners of the state. At a conference in the office of the Grain Dealers' Ass'n recently, Mr. Ballard of the State Insurance Dept. agreed to have the amendment introduced, and such a bill was introduced in the house recently by J. W. Reece of Stillwater. It is known as No. 547, and merits the earnest support of every grain dealer and miller of the state. The insurance committee having the bill in charge is composed of the following: W. H. Matthews, Chairman; T. W. Hunter, H. M. Moore, W. L. Roberts, J. P. Crawford, W. A. Durant, C. B. Emanuel, D. B. Welty, G. A. Edwards, G. M. Dizney, F. B. Hoyt, M. B. Prenziss.

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Pennsylvania Millers Mutual Fire Insurance Co., Wilkes-Barre, Pa.

Mill Owners Mutual Fire Insurance Co., Securities Bldg., Des Moines, Ia.

The Millers Mutual Fire Insurance Co., No. 1 Third Street, Harrisburg, Pa.

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Protect yourself from loss of grain and money thru dishonesty. YOUR MEN, no doubt, ARE HONEST. If so, a bond will not hurt them. If not, a bond will protect you.

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FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.50.

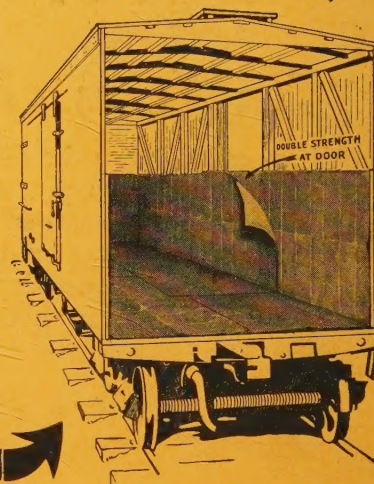
GRAIN DEALERS JOURNAL
La Salle St. Chicago, Ill.



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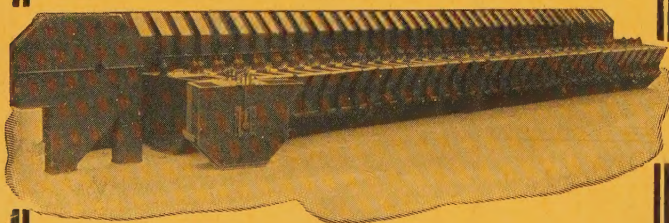
Over 5,280,000 feet of freight cars were furnished with our car liners during 1912. ¶ What does this prove? ¶ It proves that the Kennedy Car Liner is the most popular one for the grain shipper. ¶ It proves that grain dealers realize the advantages derived through their use. ¶ Good cars are a scarcity with the present car shortage, and you are forced to accept even the most tumble-down one. Now, if ever, you are liable to heavy losses. Now, if ever, you need these simple, inexpensive, and effective protectors. Every car lined with a Kennedy Car Liner is rendered non-leakable. The saving on the "one car that leaked" pays for a year's supply. ¶ That leaky car may be the next one. Be prepared for it. Send for information and prices today.

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